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CARABELLA TOUR



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AIR FORKS



HOUSTON/ DALLAS

VOLUME 4 NUMBER 7 PCTION MAGRITUS NUMBER 7

JULY 1976

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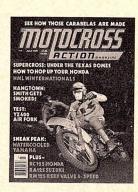
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ON THE COVER: Photographer Don Jones took this flash shot of Jim Weinert leading Tony DiStefano on a merry chase around the Houston Astrodome

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By DICK MILLER



Not too long ago, Albeth, our lady in charge of advertising, poked her head in my door and asked if I'd talk to an irate reader. I said, "Why not, it is one of mine or Dirt Bike's?" Albeth flashed me her impish grin and said to pick up the phone. Albeth (if you think her first name is different then you'll love her last, it's Grass) is prone to take stray dogs into her home and is a sucker for a sob story, so I never know if someone is conning her in order to get to us. Us means editorial people, since we sort of divorce ourselves from what our advertising department does.

I don't have my phone calls screened like most editors or business people do because I know what it's like when I call someone and a secretary tells me, after asking who I am, if he's in or not. But then again, I'm pretty hard to reach because if I spent all my time at the office I'd end up talking to people all the time and I wouldn't get my work done. But usually if someone calls for me, good or bad, if I'm there, I'll talk to them.

When I picked up the phone (Albeth didn't give me any info on what it was about) I identified myself and then some woman started talking a mile a minute about an

advertisement in MXA. I finally got her slowed down and told her that I'd need some information about what she was talking about. I asked her if she was the advertiser and what page it was on and so forth. As it turned out, the woman was upset about one of our new product releases in the "Tricks from the Trade" of the May issue. I had thought after her first blast that maybe she was with the company that produced the new product we ran, and was upset about how we wrote about it in the colunn. What you have to understand is that companies send new product releases to us all the time, as well as to other magazines. In our magazine we run as many as we can and it's free advertising for them. Some magazines won't run these new product releases unless the people involved will advertise with them, or they will bargain with them to run it for a commitment of future advertising. There are various other coersions they use, but that's their bag and not ours. New product releases to us are strictly information and are sometimes entertaining. We try to use as many as possible but it's strictly our decision (meaning editors). Our advertising department is no different than any of the other magazines', and they'd like to be able to tell us what to use in this column so that they could sell ad space; after all, that's what magazines are published for, to make a profit! Much to our publisher's dismay we ignore this fact too frequently.

In any event, when we get one of these new product releases the only information we have, if we're not already familiar with it, is what's given us with the release. We might make some observations pertaining to what we can see in the photo or the copy that's with it. We may also ask some questions or volunteer some suggestions if you're thinking about buying it. In no way do we endorse these products or know much more about them than you do when it's in this section of the magazine. You're reading and seeing just what we get, only in our language, not theirs. If we extolled the virtues of these products like they would have us do, we could fill all the pages of the magazine with only eight to ten new products. The way we see it, if you're interested then you should contact the company involved for more information and go from there. Our purpose is to expose you to the same things that others are exposing us to and keep you abreast of what's happening in the industry.

Getting back to the irate reader - she had ordered this product and sent a check for the full amount based on the information in our "Tricks from the Trade" column. It was something like \$170 and was for a swingarm conversion. It wasn't for herself, it was for her son and apparently the father got involved after the fact. After some discussion she put a stop order on the check she had sent to the company involved. Rather than have that company send her the product, since they wouldn't know she had cancelled the check unless they cashed it before they shipped the merchandise, she decided to call them and explain. Her efforts to reach the company by phone proved fruitless, which caused her to become suspicious of it being a legitimate company. Further investigation by her, apparently through the phone

Cont'd. on page 57

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Humphrey Bogart sat on the wood patio and looked out through the pine branches at the distant hillsides. Humphrey Bogart, I must explain, is the old beagle that lives in the house where I live. He spends a portion of every day on the wood patio outside the glass doors of my apartment, either napping in the sun or looking out through the trees. There was sadness in his face this day, and pain in his eyes. He was an old dog and you could tell by the way he sat and the way he put his legs when he slept that there was something the matter with his body.

From my big chair inside, I watched Humphrey for a long time, wondering what pleasure he drew from his pained life and what it was he saw through the trees. I thought and rubbed my left leg, finally without the cast that had incased it for almost two months. It had been

weeks since the hot tickle of the buzzing cast cutter had set me free, but there was still a great deal of hurt in the injured knee and there would be many more weeks of pain and no riding while it healed.

Humphrey turned and looked at me with his liquid brown beagle eyes and whined softly in a most melancholy tone. I thought surely old Bogie must find great peace and serenity living his days on this oakshaded hill in a nice house with a lady who takes care of him. He scratched himself and spun his loose collar around and around his neck. When he finally soothed the itch, he returned his gaze to the distant hillsides.

I felt a sudden nearness to him, a feeling that we had fallen together into a single energy flow. Our spirits merged and we became one. He looked back at me, cocking his head so that one beagle ear brushed his toes. A wave of understanding swept my consciousness. My awareness expanded and Humphrey Bogart became . . .

"... he, the one you seek."

Needless to say, I was blown away. But not really because just before he said it, I *knew* he was going to speak. I guess it was because I was so used to his standard a-roo-roo-roo, I didn't expect the soft voice that brought his words.

He spoke again: "I come to you like the wind carrying the song of a mockingbird."

Well, you could've knocked me over with a feather. I just didn't think Bogie had it in him. I gave him along look. He licked his nose.

"Bogie?" I said. "Are you still in there?"

"I am Bogie," he said, "but more than a dog, I am he, the one you seek. I am the voice of truth crying out in the wilderness."

"Do I get three wishes?" I ventured.

He answered: "As the bluejay finds nourishment on the wild fig tree, so am I a meadow from which you may fill yourself." He got up and walked slowly over to where the hose leaks and took a drink from the little puddle under it.

"Can I get you some fresh water?" It suddenly seemed like he shouldn't drink from a puddle.

"I drink from the pool of life," he said piously. "The earth is my fountain."

"That's really far out," I said. I

decided right then to go for it. "Do you know anything about motocross?"

He answered: "Of all the endeavors of the spirit and the flesh, motocross stands in the first place because it entwines the spirit with the lute strings of the earth and lifts the flesh upon the wings of an eagle."

I figured the old beagle must be hip, but I sentina trick question just to find out for sure.

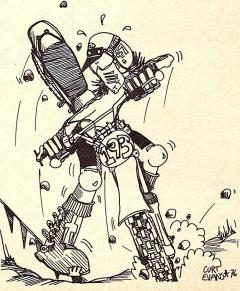
"Who was the 250cc World Champion in 1973?"

He looked at me, and with a voice mocking and gentle he said: "You would test me? Your ears beg only for the words already in your heart. Your heart knows all things and you know that I know that you know that I know."

He had a point there. So I put it to him straight: "Oh most illustrious Buddha beagle, tell me how to get good starts."

And he replied: "To everything there must be a beginning and an end, and the beginning is the start. Know you the caribou herd as it begins its journey through the snow? The strongest and the mightiest take the lead and he who is the mightiest of all takes the very first place. So, at the start of the race you will put forth your greatest effort and the mightiest of you will take the lead and each his place to the very last, but you are all part of the race which is the Greater Race where there is no first or last, and he who was last becomes first and he in the first place is smite upon the land."

This dog was amazing, absolutely amazing. I asked him how to





pick the good lines.

He spoke: "Does the eagle choose a wind on which to soar? Does the otter ponder which direction to swim in pursuit of the fish? Know that you are a lotus petal being carried by the swift stream. But if you should be caught on a ginju root, be quick to pull free for the stream waits not."

"All-RIGHT! I can dig it!" I was really pumped. Just think, my very own motocross guru, and a beagle yet. I pressed on: "Oh most venerable one, what's the hot tip for passing clean?"

He looked at me and said: "In the eye of your mind you see all things as they exist outside of time. Ride hard and on the path of righteousness and when it comes must pass, you will see what your mind's eye has seen already and you will pass clean. But when you have passed, deliver not the roost of your knobs against the face of he who is now behind, lest there be a breaking of teeth and a great sor-

I could dig that, too. This pup was

Cont'd. on page 61



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	RT O.	MAKE	MODEL	YEARS
	7	01111		- 1150
	CT-1		250-400	1972-75
	CT-2		CR-125	1973-74
	CT-3		CR-125	1975
H	CT-4 CT-5		CR-250	1973-74
	CT-6		CR-250 MT-250	1975
H	CT-7	Honda	XL250-	1974-75
	C1-7	Honda	350	1974-75
	CT-8	Husq-	250-400-	1970.7/
-	C1-0	varna	450	1370-74
	CT-9	Suzuki	RM 125	1975
	0.0	Yamaha	100-125-	
		Tullioni	250-360-	10/2/
			400-500	
			MX & YZ	7
	CT-10	Suzuki	TM 250-	1974-75
			400	
	CT-11	Yamaha	DT 250-	1968-75
			400	
	CT-12	Husky	250-360	1975
_		5000	GP	- Vin-
	CT-13	Bultaco	250-360	1975
ш	C1-14	Suzuki	RM 250-	1975
	OT 15	v	370 iKX 250-	1075
,	C1-15	Nawasak	400	1975
	CT-16	Yamaha	YZ-80	1975
		Yamaha	TT-500C	1976
	CT-18	Honda	XL 350	1976
	CT-19	Honda	XR 75	1975-76
	CT-20	KTM-	125-175	1974-75
		Penton		
		Can-Am		
	CT-22	Maico	250-400-	
			450	1975 1/2
	CT-23	Yamaha	XT-500	1976
			X 250-40	
	CT-25		250-400	1976
	OT	Enduro		
ш.		Universal Weld On		

By Holbert Holquist

WOLSINK SWEEPS 500cc GP **OPENER**

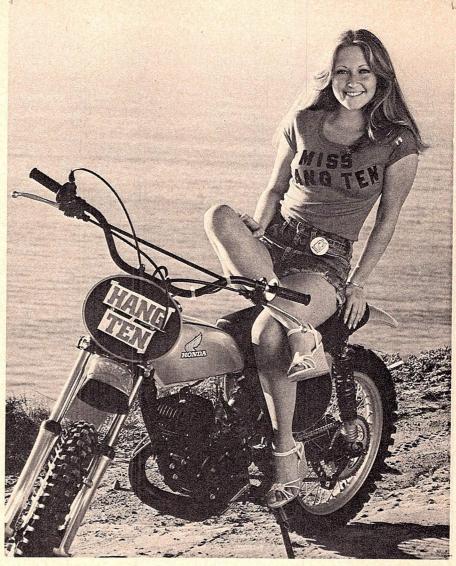
Dutchman Gerrit Wolsink, riding for the Suzuki factory, won both motos of the opening round of 500cc World Championship competition held at Payerne, Switzerland. Honda team rider Pierre Karsmakers, from Mission Viejo, California, placed second in the first moto after leading briefly, but broke a shock absorber in the second heat and was out of competition. Current World Champion Roger DeCoster took the lead from Karsmakers in the first moto but crashed his Suzuki and did not race the remainder of the event. It was reported that American Brad Lackey came through the pack like blazing saddles both motos, but mechanical difficulties occurring in his factory Husqvarna prevented him from scoring any World Championship points.

SUZUKI RECALL

U.S. Suzuki has issued a recall for the first thousand or so RM250 and 370 production motocrossers. It was discovered that aluminum sleeves on the damping rods could break, causing the fork sliders to separate from the stanchions. Steel sleeves have replaced the faulty items on all production RMs since and owners of the earlier RMs have been notified to bring the bikes into their dealer's for a free modification. Just like in Detroit, right?

RECORD CROWD AT HANGTOWN

The crowd, estimated at 50,000, on hand to watch the National Championship Dirt Diggers M/C Hangtown Classic was the largest gathering ever to attend a natural terrain motocross in America. How about that!



Meet Miss Hang Ten. She is Sue Brookins, an 18-year-old model from San Diego, California. Her favorite hobby is riding dirt bikes. She's reminding Holbert to tell y'all that the 1976 Hang Ten Grand Prix, the U.S. round of the 500cc world motocross championship, will be held June 20th at Carlsbad, California. For ticket information and any inquiries concerning the USGP or Miss Hang Ten, write: Trippe, Cox Associates, Inc., 2061 Business Center Drive (Suite 206), Irvine, California 92664; or phone (714) 752-6686. Comfortable looking, isn't she?

AMA NATIONAL CHAMPIONSHIP MOTOCROSS POINT STANDINGS AFTER ONE EVENT

	125cc Class		250cc Class	
	1. Bob Hannah, Whittier, CA	50	1. Jimmy Ellis, E. Hampton, CT	47
	2. Danny Turner, Placerville, CA	40	2. Jim Weinert, Laguna Beach, CA	45
	3. Billy Grossi, Santa Cruz, CA	30	3. Tony DiStefano, Morrisville, PA	42
	4. Bruce McDougal, Orange, CA	27	4. Rick Burgett, Sandy, OR	36
	4. Mark Tyer, Garden Grove, CA	27	5. Steve Stackable, Austin, TX	31
	6. Gary Wise, McAllen, TX	25	6. Tommy Croft, San Diego, CA	27
	6. David Williams, Riverside, CA	25	7. Gary Semics, Huntington Bch, CA	25
	6. Mark Gambetta, Santa Barbara, Ca	425	8. Kent Howerton, San Antonio, TX	24
	9. Marty Smith, San Diego, CA	22	8. Gaylon Mosier, Huntington Bch, C/	424
1	0. Danny LaPorte, Yucca Valley, CA	20	10. Gary Chaplin, Boron, CA	21
1	0. John Savitski, Atlas, PA	20		
-	0. Marty Moates, San Diego, CA	20		

45



Tony D. explains his crash to the spectators at Dallas and why the showroom RMs are OK.

TEAM CAN-AM IS HURTING

After Can-Am factory rider Buck Murphy of Long Branch, Washington, injured his back in the Winter-AMA series, teammate Mike Runyard separated his shoulder at the Houston Supercross and Tim Hart twisted his knee at the Hangtown 125cc National Championship. The only healthy member of the team, Jimmy Ellis, put his good fortune to work winning the opening round of the 250cc National Championship. For Can-Am director of competition and former world motocross champion Jeff Smith, it was like winning with three hands tied behind his back.

CZ, SUZUKI SHARE 125 GP OPENER

World 125cc Motocross Champion Gaston Rahier of Belgium, riding an RA125 Suzuki, and Jiri Churavy, a Czech riding a superradical CZ prototype, split moto wins at the 125cc World Championship opener in Austria.

* * * TROUBLES FOR TEAM SUZUKI

First a broken steering stem resulted in Roger DeCoster's horrendous crash at last year's Livermore, California, Trans-AMA. Then Tony DiStefano took a nasty tumble when his steering stem broke at the 1976 Dallas Supercross. Then, four months after the first known failure, Danny LaPorte received a concussion when the front end snapped off his factory Suzuki RA125 at the Hangtown National. The questions Suzuki must face after these incidents are not only technical, but moral as well. We hope this problem will be examined further in the laboratory using a computer as the guinea pig instead of a human bod.

MIKKOLA RULES 250cc SPANISH GP

Heikki Mikkola, former 500cc World Champion, wheelied his factory Husqvarna away from everyone to sweep both motos of the 250cc world championship race at Barcelona, Spain. American Jim Pomeroy, riding for Bultaco, finished fourth in both motos to place third overall behind Torleif Hansen of Sweden.

DUAL-CARB BULTACO

During practice for the Spanish GP, Pomeroy rode a few laps on a Bultaco Pursang with two carburetors. I guess Bultaco feels that carbs are like boobs; one's not enough and three's too many.

THE AMA IS UPSET

AMA Professional Motocross Manager Mike DiPrete was upset by some comments made in February's *Dirt*. He wrote a three-page letter defending his decision to pull Tommy Croft and Ron Pomeroy from the starting line moments before the start of the 1975 Mid-Ohio Trans-AMA Support race because the silencers on their exhaust pipes didn't have official AMA sound test stickers on them.

He writes in part: "Your opinion may or may not be valid. We have rules and unlike many smaller organizations we try our best to stick to these rules. Riders, at one time or another, complain about these rules. However, in the long run, they all know that the rules are made for one and all and that by sticking to the rules everyone will get a fair shake in the end."

He continues: "A rider must be pulled from the line when he is in violation of a rule."

My question is: What determines a rule violation? The pipes on both Croft's Honda and Pomeroy's Bultaco were within the sound limits set by the AMA. They only lacked the sticker attesting to that fact. Mr. DiPrete exercised questionable judgment when he pulled the two riders from the line. The fair alternative would have been to make note of which bikes he felt were in violation of the sound rules and require that they be tested after the race. If the pipes failed the sound test, the

riders could have been penalized or disqualified from the moto.

A rider needs his weekly race to maintain his momentum and competitiveness. It also provides a release for the tremendous energy a racer builds up in his week of preparation. To break his bubble of concentration only seconds before the start, to deny him his release and, worse still, to deny him his chance to earn a living because he doesn't have the right sticker is not my idea of a "fair shake."

Mr. DiPrete muses in his letter: "I wonder what would happen if an ineligible rider was allowed to ride and he hurt or killed another rider." In the same light, I wonder what would happen if a rider, freaked out because he lost two laps getting his pipe changed, tried to catch up and berserked into a crowd of spectators. Or better still, pounded out his frustration on the head of an AMA official.

The need for a motocross manager was created by the existence of the motocross racers and not vice versa. Fairness lives free in the spirit of motocross, not stuck to the pages of the AMA rule book. By their own statement, safety is the prime consideration of the AMA. A rider should be pulled from the line *only* when he or his bike is in an unsafe condition.

Mr. Di Prete also took exception to my comment that the Mid-Ohio motocross track, which is only a half-hour drive from AMA head-quarters, is unacceptable for international competition. He states in part that I "... failed to mention that the promoter (of the Mid-Ohio track) paid Roger DeCoster and Mark Blackwell to help to reconstruct the track so it would be more challenging ..."

DeCoster and Blackwell were contracted to change the track after the Trans-AMA event was over and after a great deal of pressure was applied by the other riders. The AMA is supposed to tend to these matters beforehand. Seeing that the Mid-Ohio Track is just down the road, it wouldn't be too much to assume that the AMA could have made arrangements to get the track shaped. In any event, I am looking forward to seeing how the track is set up for the 125cc World Championship motocross scheduled for July 11th at the Mid-Ohio facility.

INIAL ENTRIES



"WHAT MEAN 'UM WFO?"

THE BIONIC BODY

MXA:

I just picked up my brother's April issue of MXA and started thumbing through it and I came to the center. WOW! What a fox! I fell in love with Marty Smith at first sight. What a body!! If you carry a picture of him in every magazine, you'll have another buyer.

Skip Anne Colman Lakewood, Colorado

Dear MXA:

My sister really flipped out after seeing that picture of the Bionic Marty Smith. She said he'd be twice as cute with a hairy chest.

Steve George Tacoma, Washington

Dear MOTOCROSS ACTION:

We would like to inform you that Marty Smith is not just MXA's Rider of the Year, but also our Body of the Year. It was a runoff between Marty and Brad Lackey but with a little help from the Marty Smith centerfold on my locker, we couldn't help but pick him.

Marty Body Lovers Chatsworth, California

Dear MXA:

The centerfold of "The Smith" is now part of my wall. I'm glad he's Rider of the Year 'cause he's a fox and a half.

Marci Gowen Denver, Colorado Editors:

Your centerfold of Smith as the bionic motocrosser makes a great hamster cage liner.

Jeff Delora Tillson, New York



MARTY SMITH

Dear Bazzer:

I wouldn't mind studying his bionics.

Jan Thomson Fairbanks, Alaska

Dear MXA:

"The world's first bionic motocrosser" gathers the attention of idiots.

> No Name Buffalo, New York

(Glad you noticed, Buf. -ed.)

Dear MXA:

Your centerfold of Marty Smith looks really good. But when are you going to put in Brad Lackey?

Karyn Repack Pittsburgh, Pennsylvania

Dear MXA:

I agree with the ROY award winner Marty Smith, the bionic motocrosser. But my sister said Baz should have come in second. Congrats to Marty.

Gary Earle Middletown, New York Dear MXA:

The centerfold of Marty Smith was much appreciated even if you did ruin his bod with bionic parts. Do you have any better ones? Perhaps without the leathers! This is not an obscene letter, my mind has only been joyfully degenerated by *Baz's Box*.

Nansee Tabaka Rothschild, Wisconsin

Dear MXA:

Does the bionic motocrosser have a plug?

Andrea Swan Kansas City, Missouri

Dear MXA:

When are you going to come up with a bionic pit tootsie?

Joe Fabian and Gang Jonesboro, Georgia

(As soon as Baz stops breaking the prototypes. – ed.)

HUSKY TEST

Dear Sir:

I disagree with the premise that Huskys are "experts only" bikes. At 40 years old with only two and a



half years of riding experience, I find my 250 Husky GP easy to ride and confidence-building.

Glenn Frohring Newbury, Ohio

DOCTORS' STRIKE

Dear MXA:

The key to understanding the doctors' strike (April *Mainjet*) and related affairs is a recognition that the American Medical Association is the most effective trade union in the country. And I *still* don't care how the hell they do it in California.

Harold A. McLean Attorney at Law Chattahoochee, Florida

WHAT ABOUT THE GIRLS? Dear MXA:

I noticed in your special issue "MOTOCROSS CHAMPIONS" you forgot to include any women riders, more specifically Teri Kezar, the Women's National Motocross Champion. C'mon guys. Give us a break.

Susan D. Brown Spanaway, Washington

We apologize to Ms. Kezar and her gender in general for the obvious omission. Baz had all her pictures hidden in his desk. – ed.)

Dear whoever:

How come I no longer see any more foxy looking girl racers pictured in your magazine? They were the best things next to the trick bikes.

> Mark Bajdas Dunkerk, New York



(This girl's name wasn't on the Women's National Championship program but she sure rode a hot minibike. – ed.)

SCARED STIFF

Dear MXA:

I've been wanting to race for a long time and now that I have my chance, I'm scared stiff. Should I go through with it or forget it? Ricky Johnson Stratford, California

(Go for it, Ricky. Being scared is half the fun. – ass. ed.)

KICK BACK WITH MXA Dear MXA:

I enjoy your articles and I have subscribed to your magazine. I find it hard to work sometimes so I just take out your magazine and read.

> Michael Brush Pleasantville, New York

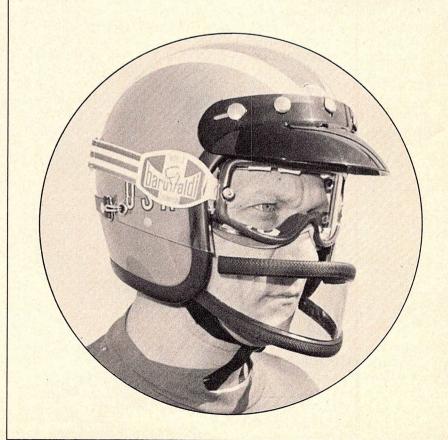
(That's called goofing off, Mike. – ed.)



SNAPPY DESIGN Right—the Roger DeCoster visor is special—has 5 snaps for positive holding power. Add the DeCoster design Baruffaldi goggles and the super light Hallman see-thru rock guard and you've the ultimate in head gear. They're the choice of the super stars. Guard mounts with rubber strap—no holes to drill. Other goggles, guards and visors including flip-up available. 1976 catalog \$1.00. Dealers request on letterhead.

* M * Torsten Hallman racing

1490 Fayette St., El Cajon, Calif. 92020 (714) 449-6712 □ 440 Belden Ave., Addison, Ill. 60101 (312) 543-5247 □ 9147 Red Branch Rd., Columbia, Md. 21045 (301) 992-9595



by Al Baker



I have just purchased a 1973 XR-75 and just started out in motocross, and my problem is that every time I jump, my bike bogs out and I have to downshift (no matter what gear I'm in), and also when I am going on a straight-away and shift into fourth it floods out.

I'm thinking about racing. What do you suggest I should do to my bike before? I would also like to know what the hell ABH means.

Mark Acosta Superior, Arizona

Your XR75 probably has one of these three problems: 1. Your pipe dimensions are not correct, making the powerband too cammy. 2. Someone has overported the intake and exhaust port. 3. Your carburetor is way too large and overjetted.

Our XR75 flies with an 83cc big bore kit, 22mm Keihin carb, K&N filter, lightly ported intake, polished exhaust port, and a pipe with megaphone designed and tuned for this setup.

I've got a problem. I weigh 150 pounds. I'm riding a '74 Suzuki TM125. It's got an aluminum

swingarm with moved up shocks top and bottom mounts. The shocks are Girling gas shocks with heavy dampening. I'm running 95-pound springs on the back, but every time I hit a series of bumps while riding next to an RM, he sucks me up. Plus, I get kicked around like a frog in heat! Should I go to 80-pound springs or not?

Ray Regan Stevens Point, Wisconsin

Your problem is not in the spring rate but in the dampening of the shocks. Whoever sold you the heavy dampened gas Girlings for a 125 machine doesn't know sky from ground. No matter who you are or how much your 125 weighs, you must always use the light dampened gas Girlings on a 100, 125 or 175 machine. On machines 250cc to 400cc, the medium dampened gas Girlings are the only way to go, if you are stuck on using Girlings. Never use heavy dampened Girlings on anything other than a dump truck. In your case, purchase a set of light Girlings and try your present 95-pound spring. To get a good idea of the proper spring rate, the rear shocks should sag 3/4 to one inch with you sitting on the seat. Jump as high up into the air as you can, coming down forcefully in an effort to bottom your shocks. Have a friend watch to see if the shocks are bottoming or not. If you come within 1/2 inch of bottoming, then the spring rate is close enough to give you a decent ride. If your 95-pound springs are too stiff, go down in rate one size at a time.

I was reading your January issue of MOTOCROSS ACTION, about "Where to Get the Best Head." But the heads were being tested on a Honda CR125, and I have a Yamaha 125 Mono. I would like to know the best kind of head to put on it. I was very interested in the DG17 fin head, and you said something about a new porcupine head from DG. I would like to know which head would be best. Thank you for your time.

Ricky Roden Pembroke Pines, Florida

Referring back to our January

issue of MXA, the results of the cylinder head test would apply to most small-bore two-strokes and not just the CR125 it was performed on. Although we didn't run a Yamaha under the same conditions, the heads used are similar in construction and would have the same cooling tendencies. The variable would be the compression figures for your bike and the head used.

I have a problem about what kind of bike I should get. I want a bike to just ride at about anything I want to, but mainly motocross and enduros. I live in a hilly area so I want plenty of pulling power. How does this bike sound to you? A Can-Am TNT, but replace fenders, filter, pipe, tires, rims, shocks, forks and bars. This ought to make a fair enduro and motocross mount, but I would like to have your opinion.

Roland Tarver Columbia, Louisiana

By the time you replaced 50% of the components, you could have purchased two bikes; one for enduros and one for motocross. Leave your bike the way it was designed. You're throwing away your money replacing parts when it is not necessary.

Of all the current goggle and face protection products available, (Scott, Carerra, Torsten Hallman, etc.), what do you consider the best value for protection and cost?

Your reply would be greatly appreciated. I think you have, by far, the best motorcycle mag.

Charlie Waag Stone Mountain, Georgia

I've tried all combinations of goggles and face protectors. I do like the Scott combination, although the new "Race Face" offers a bit more protection and easy-to-change lenses, at a reasonable \$16.95.

I recently bought a Honda Elsinore CR250 1975 model. You know, the kind with an up-pipe and silver and red tank. Well, anyway, I've heard that the 1976 CR model is a little bit faster and I'd like to know how much faster. I'd also like to know how I could make

mine as fast as the red '76er. Keep up the good work!

Elsinore Kid (Russ Matison) Newberry Park, California

For all you "Elsinore Kids" asking the same question, we are planning a performance shoot-out between a stock CR250M1 motor and a dyno tested hop-up kit. You should be relieved to know that the 76 model Elsie is no faster than your 75 CR250. It's the color that makes it faster.

I'm buying a 1976 125 Elsinore. I weigh 112 pounds. What would you recommend as far as suspension goes? Would you say stock or different? What kind of oil would you run?

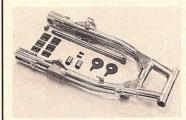
> Ray Barela Powell, Wyoming

We've received a lot of letters like this one. If you are a beginner or novice rider, a new stock motocross bike like the Elsinore is more than sufficient for your needs. Cont'd. on page 64



It takes more than a stock RM Suzuki to win!

These new high performance products make the big difference



Mark II Swingarm

Chrome-moly conquers Aluminum! In Price, Engineering, Looks. Completely eliminates the flexing problem. Much lighter than stock. Nickel plated for durability and good looks. Comes with super axle, cam adjuster, bearings, etc. Installation is easy just bolts on! Fits 250/370. Only \$129.95



Rocket Power Kit

Make your 250 accelerate much quicker with the pulling power (torque) of an open class bike. Dyno shows 7 more H.P. Send barrel only. We will ship you a fully ported barrel, works replica high volume pipe, and a pre-jetted 38mm Mukuni. \$195.00



Works Performance Shocks

Gives the plushest ride over the worst terrain. 3 pounds lighter than stock. Fully rebuildable. 90 day warranty. \$98.00 per pair, plus springs



Super Axle

Fits stock 250/370 swingarm. Does not bend. Made of 4130 chrome-moly. Heat treated and centerless ground.

Only \$16.95



Phase 2 Filters

The world's best air filter comes to Motocross Center. Keeps the dirt and water out.\$10.95

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125 RPM 250 TORQUE\$59.95 370 MID-RANGE & TOP \$59.95 38mm Mukuni\$49.95 Allen Bolt Kit\$ 3.95

"Unreal Feel" Handlebars . \$19.95 Full Floating Tie Rod\$17.95

1976 RACING CATALOG



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Little things about people who make motocross neat

DANNY LAPORTE



There were rumors that sprang from the Florida Winter AMA series. The fastest guy there, faster even than Tony D., was Danny LaPorte when he was turned on. Danny, or "La Port-a-can" as he is sometimes called by his teammates, is the newest member of Team Suzuki. He is 19 years old, comes from Torrance, California, started riding in the dez (that's the hip word for "desert" for you east coasters) when he was 12 and is now a three-year AMA pro expert. In all that time the only thing he ever did to himself was break his little finger. Of all the factory riders, Danny has the highest number, 352. If he stays as hot as he is now, however, next year's number should be considerably lower.

KAMEHAMEHA



Pronounced Kah-may-ah-MAY-ah, this great Hawaiian chief is the god of desert racing. Off-road racers, guys like Miller and Baker, will do anything to win white metal statues of the Exalted One. They'll ride hundreds of miles at full speed in boring straight lines over lifeless terrain just so this likeness of The Holy Spearchucker can grace their mantelpieces. O, Kamehameha, give us the strength to go on.

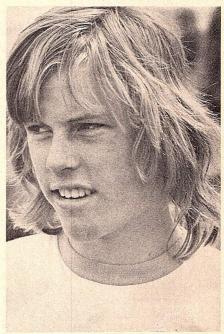
DANNY CHANDLER



Known to his fans as "Magoo," this 16-year-old redhead is the hottest thing in northern California. Living in Foresthill, and riding a KTM for the Dirt Factory in Concord, Dan contested his first national championship race at Hangtown. He holeshot his qualifying moto and won going away, but his youth and inexperience showed in the main event and he crashed himself out of the race.

But the potential is there. He leaps out of the gate like a bomb goes off under him. His knees-out riding style and radical mid-air gyrations keep the crowds against the fences when he's going for it. You can hear the lusty croak of his KTM torquer getting its slide pulled up going into a turn before the other riders even release their brakes. Watch this little guy because he is positively on the go.

WARREN REID



If all a young man needs is encouragement and the proper environment to make it to the top in motocross, then 17-year-old Warren Reid is destined to be world champion. He's got a lot going for him. In his senior year at Westminster High in So. Cal., he is already somewhat of a legend in high school motocross. Riding as a paid professional for Flying Machine Factory, he periodically destroys the 125 pro class at local CMC events. This year he'll be contesting as many 125 and 250 nationals as his busy school/work schedule allows.

At home he doesn't face the standard problem of trying to convince skeptical parents that motocross is cool. His stepdad is "Jon R." Rosenstiel, master wrenchspinner for Team Honda and keeper of the pieces for Marty Smith's European grand prix effort. Warren's mother, Carol, is behind his racing 100-percent and is an active and attractive member of Team Honda's Tootsies' Auxiliary.

A full-on holeshot artist, Warren's secret for winning is to get his potent FMF Honda to the first turn first, then wheelie away. It works every time.

NAVY. IT'S NOT JUSTAJOB, IT'S AN ADVENTURE.

If you're just looking for a job, you can probably take your pick of thousands. But if you're also looking for adventure, the field suddenly narrows. To the Navy.

In the Navy, a job means more than a good paycheck. It means the opportunity to see places like Italy, Spain, Morocco, Hong Kong, the Philippines and Hawaii. It means working on some of the most advanced technical equipment devised by man. It means doing a job that really counts, with guys who count on you to do it.

The Navy has more than sixty career fields we can train you in. We'll help you continue your education, and you'll earn thirty vacation days with pay, a year. Your Navy recruiter can tell you more. Speak to him or call toll free 800-841-8000. (In Georgia, 800-342-5855.)

Navy. It's not just a job, it's an adventure.

Q359 Capt. H. C. Atwood, Jr., U. S. Navy NAVY OPPORTUNITY INFORMATION CENTER P.O. Box 2000, Pelham Manor, N.Y. 10803

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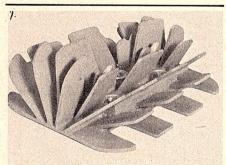
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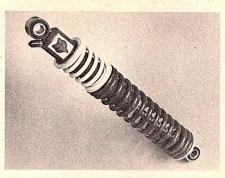
GAS BAG KIT

Skyway produces these trick Freon-filled bags for your old rebuildable shocks. It makes them work just like gas shocks. You stick the bag in and fill it up with the oil and PRESTON! A new pair of gas shocks! They're \$9.95 from Skyway Recreation Products, Dept. MXA, 12300 Gladstone Ave., San Fernando, California 91324, or bug your dealer.



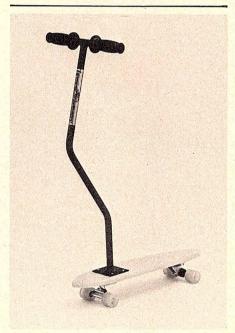
PORK YOU!

Uncle Donny and his speed freaks at the Flying Machine Factory have scientifically designed this trick head for all you RM125 owners. If you want a light head, want to stay cool and add more zoot to your scoot, give FMF a try. Their new catalog for '76 is out now and full of the primo-est motocross equipment, accessories and services this side of a snow fence. \$58.95 and two bucks, respectively, from FMF, Dept. MXA 1416 W. 259th St., Harbor City, California 90710.



BICENTENNIAL BOUNCERS

Moto-X Fox Shox are one way of celebrating America's birthday. Used by some of the fastest pros in the business, blue Fox Shox and the red and white Dual Rate Fox Shox Springs are available in a large variety of lengths and spring rates. From tricking out the ultimate pit bike to putting more power to the ground over the whoops on your 450 Snort MX Special, the Fox Shox are hard to beat. \$99 for the shocks, \$19.95 for the springs and 13 cents for the stamp to The Moto-X Fox, Dept. MXA, 520 McGlincy Lane, Campbell. California 95008.



MOTO SCOOT

Impress your friends by cruising to the snack bar on this hot piece of racing iron. By using the handle you can incorporate your natural MX talents into a precise blend of skateboarding and motocross. Although a toad on the uphills, it really cooks on the berms. Handling over the whoops is bizarre indeed! \$29.95 from D&L Products, Dept. MXA, 11892 Cardinal Circle, Garden Grove, California 92643.



TRUCKIN' AND DUNKIN'

If you have trouble staying awake for your pre-race psych while cruisin' in your van to the local race, then the "Insta-Hot" coffee maker is the answer. It does everything from heating the water to holding the cup and fits comfortably in cars, trucks and vans. For only \$74.95 it saves you a trip to the doughnut shop. T&H Works Unlimited, Dept. MO-7, 7119 Laurel Canyon Blvd. #3, North Hollywood, California 91605.



DIRT SQUIRT

For those long, hot, gruesome motos when you're so thirsty your tongue feels like a piece of beef jerky, a Bimbi Bottle can save the day! A few squirts and your thirst will be quenched beyond belief, enabling you to put on a full charge to the checkered flag, and come in dead last because you've been holding the Bimbi Bottle in your hand the entire moto. It's also perfect for cleaning number plates and oiling your chain, besides being a great conversation piece. For further amazing facts, write to Bimbi Bottle Co., Dept. MXA, Box 19481, Kansas City, Missouri 64141. Better hurry, no telling how quickly they're going to run out.



WATCH THOSE SMOKEYS

CB radios are definitely becoming more and more popular each week, and if you're headin' out of Quake Town to do a little racing, a CB can always come in handy. If you seize your Dodge, want to shoot the bull with truckin' truckers, get in touch with the "CZ Kid," or get a Smokey report, the Royce Model 1-606 Remote Con-

trol 23 Channel Deluxe CB AM Transceiver with the unique Chan-L-Matic system will do the job. It's much better than listening to Gospel Station KJOL on Sunday mornings. For all the specifics, contact Royce Electronics Corp., Dept. MXA, 1746 Levee Road, N. Kansas City, Missouri 64116. 10-4, over and out.



NO MORE DUCT TAPE?

The JT 5-Snap Mud-O-Cross Visor not only eliminates the use of duct tape, but also has a handy-dandy extension which allows you to turn it into an instant duckbill, and no ordinary duckbill either, no sirree. It's a clear one that doesn't restrict your vision like some other duckers. Get yours from the smiling dealer down the street or order direct from JT Racing Imports, Dept. MXA, Box 10, Bonita, California 92002. Next month: Two Strap Goggles.



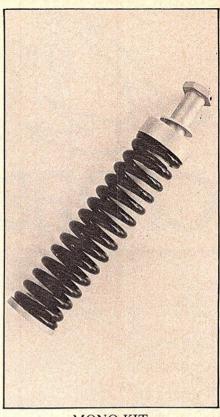
XR XTRA

Finally something new for the Honda XR75! A finned aluminum valve cover that makes your XR look sano and stay cool. \$11.95 is the price, from DG Performance Specialties, Dept. MXA, 5552 La Palma Ave., Anaheim, California 92807.



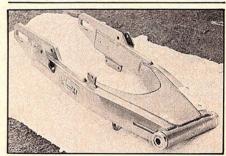
PIPEY MONOS

All pipes can get you high, but the friendly folks at DG, in their never-ending search for the ultimate in MX trickery, have come up with this high-pipe for the Yamaha, yellow-wonder, YX125, 250 and 400 MXers. Get 'em while they're hot for \$69.95 from DG Performance Specialties, Dept. MXA, 5552 E. La Palma Ave., Anaheim, California 92806.



MONO KIT

Pro-Tec, manufacturers of the trick chain tensioners, have developed a kit for Yamaha riders who want to dial in their monoshock rear suspension to the point of perfection. This can be done by altering the gas pressure and the use of different rate springs from Pro-Tec. For all the hot info give Pro-Tec a call at 8423 Rosemead Blvd., Pico Rivera, California 90060.



BASSETT TRICKERY

Check out this swingarm for the Suzuki RM250 and 370. It's made of heat-treated blue-anodized Magnum Aluminum and weighs two pounds less than stock. The swingarms, like all Bassett Products, are race tested by none other than Rocket Rex Staten himself. The price is \$145 and that includes your very own titanium shock bolts. The address is: Bassett Racing Products, Dept. MXA, 2222 W. 2nd St., Santa Ana, California 92703.



Three days of seeing too much of Brad Zimmerman. (And I was the only one who knew who he was!)

CARABELA TOUR

By Dick Miller



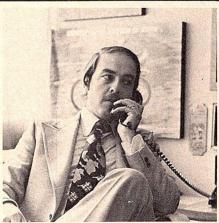
Acer-Mex has five factories, including the Gabriel shock absorber plant and Carabela motorcycles. They have over

2700 employees, most of which are involved with motorcycle and bicycle manufacturing and assembly.

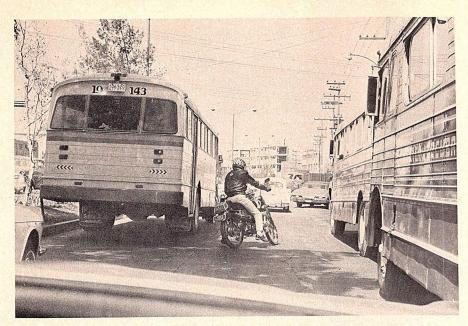
As the big Western Airlines 1011 was descending on its final approach into Mexico City I was taking in the scenery and noting how far the city stretched its way into the surrounding mountains. With its population of close to 12 million people, Mexico City is very large indeed — in fact, it reminds me of flying into Los Angeles. The city stretches out as far as you can see and you are constantly amazed by the enormity of it, especially from the air.

My invitation to see the Carabela factory was somewhat clouded because of an article in which we had some unkind words for Carabela, and I was doubtful about how I was going to be received. I have a fair command of the Spanish language and understand it much better than I speak it, but it's at times like these that I wish I had been more studious in school. I needed to be able to express myself more elaborately than my usual utterances while in Baja of, "Am I on the right road to La Paz?" or, "Do you have any gasoline I could buy?" or, most of the time, "Where am I?"

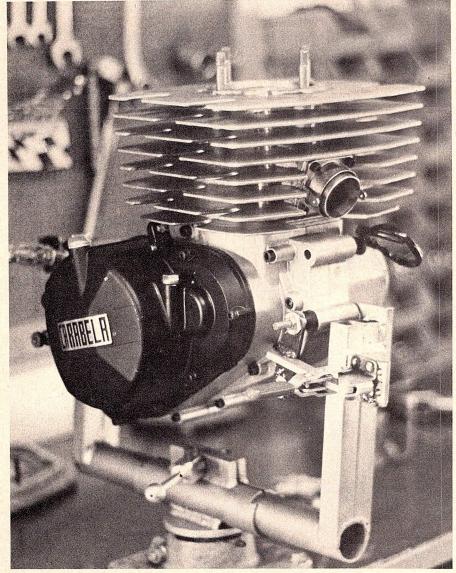
Alejandro Guajardo, the sales manager for Carabela motorcycles, was supposed to meet me at the airport, but when I got off the



Behind my Carabela host and tour guide, Alejandro Guajardo, the sales manager for motorcycles, is a poster of Brad Zimmerman of Popular Cycling. Carabela had it reproduced and it is used everywhere on posters, in brochures, etc., but they didn't know who the rider was. They know now!



Mario Andretti could get in some good pre-race practice on the streets of Mexico City. It's every man for himself.



The new 125cc MX engine was in the prototype stages of development in their R&D department. They're claiming a power output in the 24-hp bracket, and if

this means in the mile-high atmosphere of Mexico City, then it must be a jet. It's almost a totally new engine from their previous models.

plane and through the two customs checks I didn't see any familiar faces. But as I headed for a phone, there was a smiling Alejandro reaching for my bags while greeting me with, "Hi Deek, how are you, my friend?" Alejandro (Alex) speaks excellent English but, like most people who speak a language other than their own, feels self-conscious about it.

Industry flourishes in and around the oldest inhabited city of the Americas. The familiar name brands of the States such as Coca-Cola, Ford, etc., are everywhere. Most of the larger companies have factories reproducing the same products under Mexican license. Mexico does not encourage imports of any products that they themselves can produce in their country. Much of the competition for most of the products they manufacture are restricted from being imported into Mexico due to various laws and taxation. Such is the case with motorcycles. There are two major manufacturers of motorcycles in Mexico, Carabela and Moto Islo.

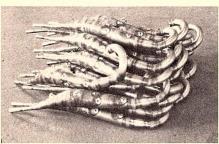
Yamaha, in the late '60s, opened up an assembly plant for their popular 125cc street bike, but because of virtually no changes in design and a lack of other models they became less competitive in the Mexican market and later abandoned the idea — leaving the market to the two Mexican factories. Since 1969 it has been illegal to import motorcycles into Mexico, which leaves the market to these two firms minus any outside competition. The reasoning for this, the Mexicans feel, is that the market has no need for any other distribution of motorcycles since they produce all the country can handle. Carabela produces 22 different models and yet only sells 20,000 a year. If you compare that to Honda's approximately 28 models against a sales estimate of a million and a half, you can understand their thinking. Carabela controls approximately 64 percent of motorcycle sales and most of these are small cc machines, while Moto Islo has the rest of the market with a production of eight different models.

As Alex drove me from the airport and through the main part of Mexico City to the suburb of Naucalpan, Carabela's home, it

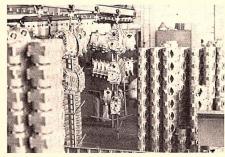
CARABELA TOUR



Carabela's big-bore MXers were receiving a large amount of attention while I was at the factory.



Although much of the manufacturing is by machine, hand labor still builds the expansion chambers. The seams were smooth inside and out.



Carabela manufactures most of the parts for their motorcycles in one of their five plants on the outskirts of Mexico City. They still import the electricals, pistons, crankshafts and a few other items.



The engine cases, once machined and polished, are hand-surfaced and matched before assembly.

These domestic (for Mexico) bikes are built to different specs than the export models for the United States. As it is, they can't fill the demands for their bikes for either market.



was like being in a car race. Two lanes marked in one direction had, at times, four cars abreast and no one seemed to be hitting one another. It was like being in the middle of a school of fish, completely surrounded, and yet nothing touches you when you move in any direction. Every driver was constantly cutting you or someone off and yet it was accepted. There was very little of the mean looks or fist-waving, but an unbelievable amount of near-miss wrecks. Alex told me that early morning traffic was terrible and that it sometimes took 45 minutes to go a few miles. The factory hours and much of the business in Mexico starts at 6:00 in the morning and breaks at 2:00. At the Carabela plants, over 20 percent of the departments work from 2:00 till 8:00 at night.

When we pulled up in front of the business offices of the Carabela factory Alex explained the name Acer-Mex, since the Carabela name was nowhere evident. Acer-Mex has five factories of which the motorcycle plant is one. The others are bicycles, tubing, plastics and a shock absorber plant called Gabriel, which you may be familiar with. I was to get the grand tour and it would take three days, with a few lunch breaks, before I was to have seen everything.

It's an impressive effort, and especially interesting was Acer-Mex's bicycle plant. They sell over 300,000 bicycles a year and you'd drool over their special racing ten-speeders marketed under the Windsor name. A former champion racer by the name of

Rojas heads up the bicycle racing team, which has been undefeated in the last nine years in Mexico. Some of these championships were of international caliber and included many top riders from all over the world.

Carabela's motocross effort in their country is equally impressive. With a win this year, they will have held the championship ten years in a row, covering the first three places.

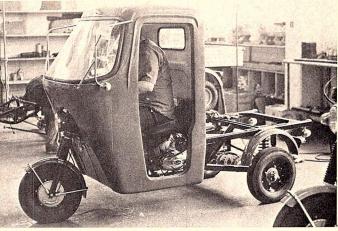
Between the five plants of Acer-Mex they manufacture most of the parts to build a complete motorcycle. They still need to import their electrics, rims (D.I.D for the MX bikes), carburetors (Mikuni), seals, crankshafts, rods and pistons. Everything else is made in one of their five plants.

In many of the companies of

CARABELA TOUR



All the plastic fenders, number plates and some of the rubber components are made in one of the factories, while the steel tubing for the various chassis parts are made in another.



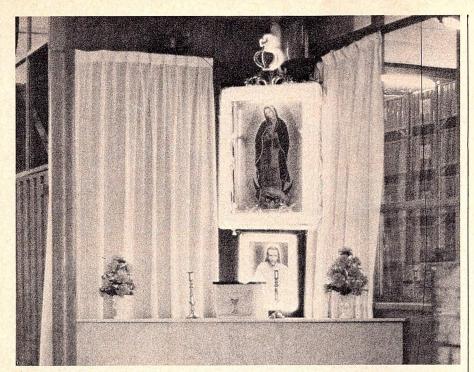
Carabela manufactures and sells over 22 models and yet only sells 20,000-plus a year. Honda Corp. makes about 28 models and sells over a million and a half, but they can't sell them in Mexico.



The Windsor bicycle line is also built by Acer-Mex, and they sell 300,000 a year. These racing models are ultra-light and very trick. Their team holds nine years of consecutive championships in Latin America.



They have automatic machines that lace and build wheels for the bicycles, but they can't keep up with the Mexican men and women who do the work by hand.



In every department of each plant there is a shrine or small altar and many of the employees have the same, on a smaller scale, at their workbench or machine.

Mexico, or for that matter, Latin America, there is still the break in the middle of the day for siesta or whatever. At Acer-Mex all the executives have lunch together at 2:00 in the afternoon, in a special room off the factory's cafeteria. It is the main meal of the day for most Mexicans. Breakfast and dinner are minor in comparison. The Acer-Mex people conduct their business and have contact with one another at this meal, and leisurely take care of business. After sitting in on one of these sessions, I wouldn't want to get back to work right away either. It's a nice way to break up the day, but it also makes for a long one.

As I was introduced to all the people who guide the Acer-Mex factories, I noticed a definite Italian influence in the names of these people. Pablo Tortoriello, the general manager of Acer-Mex, has an Italian name but was born in Mexico. Alex took great care in introducing me to Carlo Vecchi, the head of R&D for Carabela, because of MXA's insinuation that they didn't have any R&D. Carlo is one of three brothers, all Italians and all built like soccer players, who hold important positions in the Acer-Mex structure. His brother Pepo Vecchi is in charge of the motorcycle factory, while the other brother, Remo, is the technical director for all the factories other than Gabriel. Their influence is probably most apparent in the styling of the Carabela motorcycle. The most enthused person I met was a Miroslav Seplavy, who is the engineer for Gabriel shocks. He couldn't show me enough of his plant and was eager to demonstrate what they produced and were capable of producing in the manufacture of shock absorbers.

During my visit to Acer-Mex and various places in and around Mexico City I couldn't help but feel the difference in the pace between our two cultures. There is still that feeling in Mexico of not rushing into anything, which is so prominent in our society in the U.S. It is definitely a slower pace. Most of the workers are paid a base hourly wage with an added piece work incentive. The more they produce the more they are paid. The pay scales for labor seem to be changing and what was once the cheapest commodity in Mexico is now becoming a determining factor in the rising cost of living there.

Mexico City is not a cheap place to live. I was amazed at the cost of housing. A comparable home which would cost \$30,000 in the

Cont'd. on page 67

MOTO:X FOX TRIX FOR 1976



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supercross series

HOUSTON ASTRODOME

Jim Weinert and Rich Eierstedt grabbed the Feature and Support overall wins. Weinert battled all four motos of the two-night affair for his hard-earned victory while Eierstedt proved he was too much class for the Support race with easy three out of four moto wins.



Weinert's back with his favorite color, green, and his favorite number, one!

By Pete Szilagyi, photos by Don Jones

That European sport that develops strong bodies and mental discipline was put in a colorful, nicely designed package and served up with the hot dogs at Houston's Astrodome as part of the Supercross series. Old-timers like Joel Robert and Miroslav Halm might not have recognized it with the lack of stumps, mud and dust, the clean fingernails and \$6 tickets and all, but it looked genuine enough to over 50,000 spectators.

Also not quibbling was Kawasaki, who, aside from sporadic glimpses of heaven during a great Gary Semics or Steve Wise ride, hadn't spent such an enjoyable weekend in a long time. Nor had their new main man, the not-so-humble New York junk dealer's son, Jim Weinert. Neither had experienced a major win for a while; both, especially Kawasaki, needed one.

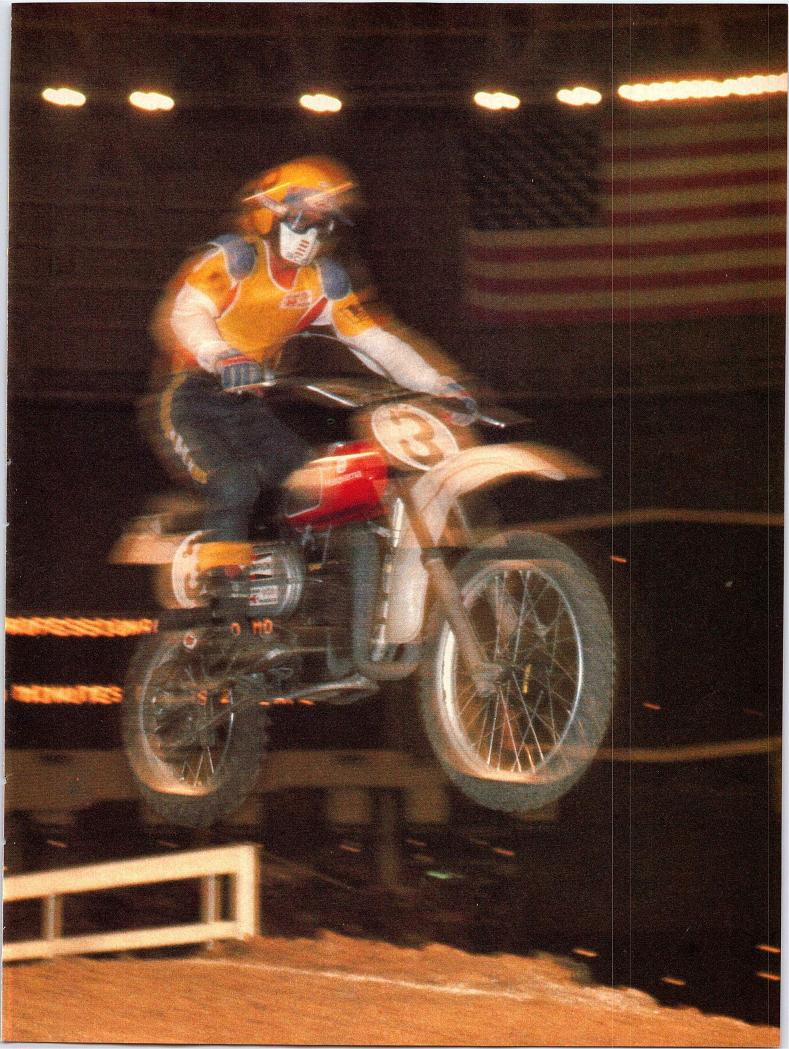
Houston seems to bring out the best in Jammin' Jim. It was here, at Rio Bravo, that he became the first American to ever win a Trans-AMA event, and this Astrodome weekend he aced two motos and finished second and seventh in the other two to win what many thought would be the second annual Stackable-DiStefano champagne and flowers party.

Tony and Stack started the first 250 Feature moto where they left off last year. After chasing Jim Ellis around for a few laps, they watched him crash and then ran 1-2 for the rest of the moto. Di-Stefano had an unassailable lead, but Kent Howerton dove inside Stackable on the final turn and passed him in mid-air for second place. Ellis recovered for fourth and the Jammer was seventh.

In the second moto, Weinert, who apparently got a solid dose of

Continue

Kent Howerton had his ups and downs in the series. This was one of the ups. Photo by Don Jones



inspiration during the first heat, and Marty Smith, another middle of the pack first moto finisher, had the track to themselves except for the constantly challenging but never quite getting there Di-Stefano. Smith's Honda quit shifting a couple of laps from the end and Tony slid into second.

Overall for the night and the headline in the next morning's *Houston Chronicle* went to Di-Stefano, but the Supercross event points and money would be figured on a combination of both nights' scores.

On Saturday night Weinert pulled one of his occasional hot flashes — he left everybody behind, I mean behind. Even Roger DeCoster with a bumblebee in his jock strap couldn't have caught him. And even that usually pesky Tony D. was uncharacteristically stumbling along in mid-pack, careening off hay bales. Ellis was in second and gaining when the moto ended, but by then Jimmy had it bagged.

At this point, going into the final Houston 250 moto, Weinert still wasn't leading for the weekend overall, nor was DiStefano. Jimmy had nine points, Tony 17 — due to his lousy finish in the previous moto, and Kent Howerton, who hadn't won a moto but had two

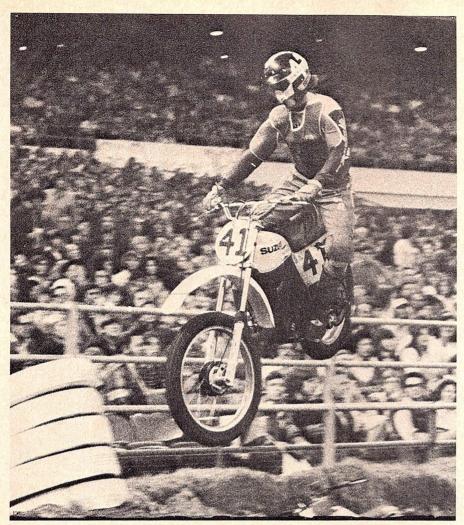
Weinert grabbed three holeshots out of four motos in front of a two-day attendance of 50,000 screaming Houston spectators. He and his potent Kawasaki interrupted a long string of Suzuki wins.





Tony DiStefano had managed to get the checkered first in eight of his last ten races as he and his Suzuki have dominated with surprising reliability and consistency. His three-crash, haybale-busting first moto in Saturday's event proved he was human and probably cost him another overall.





Tony Wynn interrupted Eierstedt's string of Support moto wins with a wire-to-wire run in the first of the second night's events. His inconsistency in the other motos could earn him no better than a third for the two nights of Astrodome racing



Steve Stackable, still adjusting to his new mount, battled with fellow Texans Kent Howerton and Steve Wise to give the home town folks something to cheer about, and came out of it with a fourth overall.

thirds and a second, was the oddson and points-on favorite to win if Weinert crashed, broke down or simply lost his inspiration.

Anyone who entertained the notion that Jim might suffer any or all of these fates had to marvel at the start of the moto. Weinert got his third holeshot in a row, which may have been a new Weinert record. Tony D. edged up to him, fell back and finally passed. Jimmy, who was more interested in the thrill of victory than the agony of defeat that might be caused if he tried to regain the lead, graciously handed it to DiStefano. Anyway, Howerton was his main concern. Kent. however, got a poor start and was working his way back to an eventual fifth place finish.

Stackable and Steve Wise were in third and fourth. When Howerton moved in behind them, the spectators had visions of Texas' three factory riders yelling "Boy, Howdy!" in unison and charging as a trio past Weinert and DiStefano. No such luck — the three were having enough trouble keeping up with each other to put on a John Wayne cavalry charge no matter how many Indians were yelling in the stands.

Walking out to his truck after the races, a man in a Kawasaki jacket toting a three-year-old boy in a

wearing a Kawasaki jacket: "It's about time that sumbitch Weinert put his money where his mouth is.

Kawasaki T-shirt told his wife, also

The Support class, which was supposed to be the riders rated from numbers 30 through 60 by the AMA, was really no contest for Rich Eierstedt, who no doubt was wondering why in the world he was having to prove himself all over. Ditto for second place finisher Gary Chaplin who looked really good on an RM Suzuki.

ASTRODOME

250cc NATIONAL

Jim Weinert (7-1; 1-2)

2. Kent Howerton (2-3; 3-5) 3. Tony DiStefano (1-2; 14-1)

5. Bob Hannah (5-4; 5-7) 6. Marty Tripes (11-6; 9-10) 7. Gaylon Mosier (6-15; 11-8)

8. Pierre Karsmakers (8-8; 10-16) 9. Marty Smith (10-23; 4-9)

2. Gary Chaplin (7-2; 3-2) 3. Tony Wynn (6-4; 1-3)

Texas Stadium's indoor motocross layout is the shortest and tightest of all the stadium tracks. To get an idea of just how small it is, picture an MX course stuffed on the football field and cinder track of a high school stadium. Then replace the 2000-capacity bleachers with 50,000-capacity grandstands, and toss a dome with a rectangular hole in it over the whole mess. Add an enormous parking lot and two freeways, running on either side of the stadium — then forget to put any signs on the freeways telling drivers how to get off the highway into the parking lot.

The tight, narrow track yields great racing for the spectators, but lousy racing for the racers—crashes are frequent and collisions between the riders plentiful. At Texas Stadium the riders can get very tense and irritable; long-cultivated friendships can quickly

John Light Brown Lancione, now retired from the AMA referee corps and on hand in Dallas as resident joke-teller and tempersoother, described the first 250 moto as well as anyone: "Howerton pulled away from Karsmakers

like he was in another world, on another planet."

and painfully dissolve.

Before Kent could star-trek off into another galaxy using his best handlebar-dragging, crossed-upwheelies-out-of-the-corners style, first lap leader Marty Smith looped his Honda and Jammin' Jim mistook a berm for a jump.

Smith led the second Friday night moto too, but after his engine took a squat, the race briefly replayed the previous moto with Howerton and Pierre sneaking ahead of everyone.

Then Tony DiStefano passed them both and something horrible

happened.

On landing from one of the jumps directly in front of the stands, the fork stem on Tony's Suzuki separated from the bottom triple clamp — DiStefano nosedived violently into the dirt. It was exactly the same thing that happened to Suzuki's DeCoster during last year's Trans-AMA and to Danny LaPorte at the Florida series.

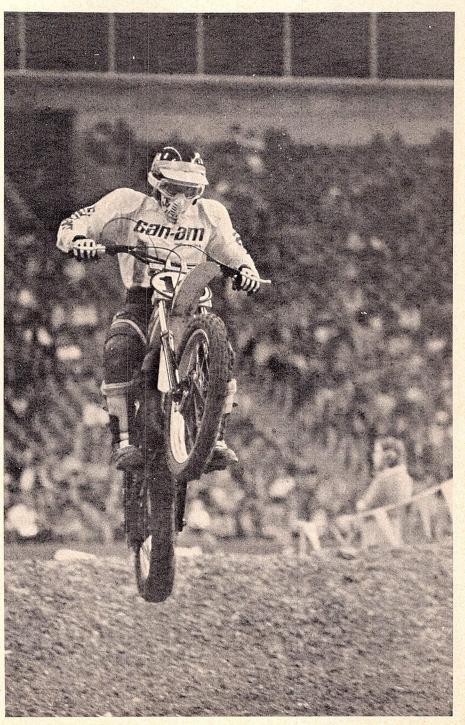
DiStefano was relatively lucky, all things considered. He suffered

Continued

supercross DALLAS, series DALLAS, TEXAS STADIUM

It's aspirin and bandages for nearly everyone but Ellis

By Pete Szilagyi, photos by Szilagyi and Don Jones

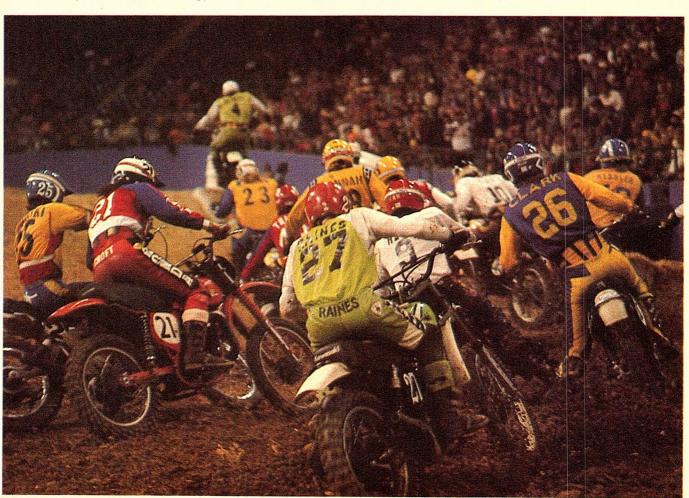


Jimmy Ellis won the whole shooting match but only won one moto.

Gary Chaplin showing the style it took to win the 500cc Support class.



The first turn crowd watches Weinert wheelie away. Photo by Pete Szilagyi.



DALLAS supercross series



The first corner had one hard line . . . the rest was skatey dirt clods. (Jones)



Ricky Kidd rides in every Texas pro race and does well. He deserves at least his picture in the magazine for all the entry fees he's spent.



Howerton had serious fall-down problems in the last moto. It probably cost him the overall win.



a long gash on his cheek and was dizzy for a while. Suzuki was injured, too; the incident might have caused a severe lack of confidence in their product by the 20,000 fans in Dallas that night, especially by the knowledgeable, aware that the weak fork stem had become a chronic problem. The factory allowed Steve Stackable, their only team rider yet to find himself on a pair of unicycles, to ride out Friday's motos, but pulled both Stack and Tony out of the Saturday night program to prevent a possible recurrence.

With their hearts somewhere in their tracheas, the crowd watched Tony slowly get to his feet and Howerton and Karsmakers motor past the two-piece Suzuki. Before the moto ended Weinert slipped around Pierre for second. Kent was 1-1 on the night and had the Superseries points lead.

While the crowd filed in for Saturday night's racing, the announcer assured them that the malady suffered by DiStefano's Suzuki the night before was peculiar only to the factory bikes and wasn't a problem with the showroom RMs. Then Tony himself, his right cheek covered by a bandage, stood on top of the big jump and, in his polite, soft-spoken manner, talked through the public address system, explaining the accident and reiterating that riders of stock Suzukis shouldn't befall his fate.

The first moto was somewhat dull, at least for a stadium race. Jim Ellis found the narrow, shiny groove early and ran away with the race. It's doubtful that the Suzuki Cont'd. on page 71

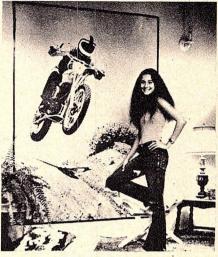
TEXAS STADIUM

250cc NATIONAL

1. JIII EIIIS (3"4; 1"4)	Can An
2. Pierre Karsmakers (2-3; 7-2	2) . Honda
3. Kent Howerton (1-1; 4-12)	Husqvarna
4. Gaylon Mosier (6-5; 5-3)	Maico
5. Jim Weinert (16-2; 3-1)	
6. Bob Hannah (8-7; 6-5)	Yamaha
7. Tommy Croft (17-8; 9-6)	Honda
8. Terry Clark (11-9; 11-9)	Husqvarna
9. Marty Smith (13-20; 2-7) .	
10. Arlo Englund (12-10; 12-8)	
500cc SUPPORT	
1. Gary Chapin (1-1; 1-2)	Suzuk
2. Rich Eierstedt (7-2; 3-3) .	Honda
3. Bob Harris (6-5; 4-4)	
4. Bobby Pickard (3-7; 5-6)	
5. Wayne Boyer (13-4: 9-1)	



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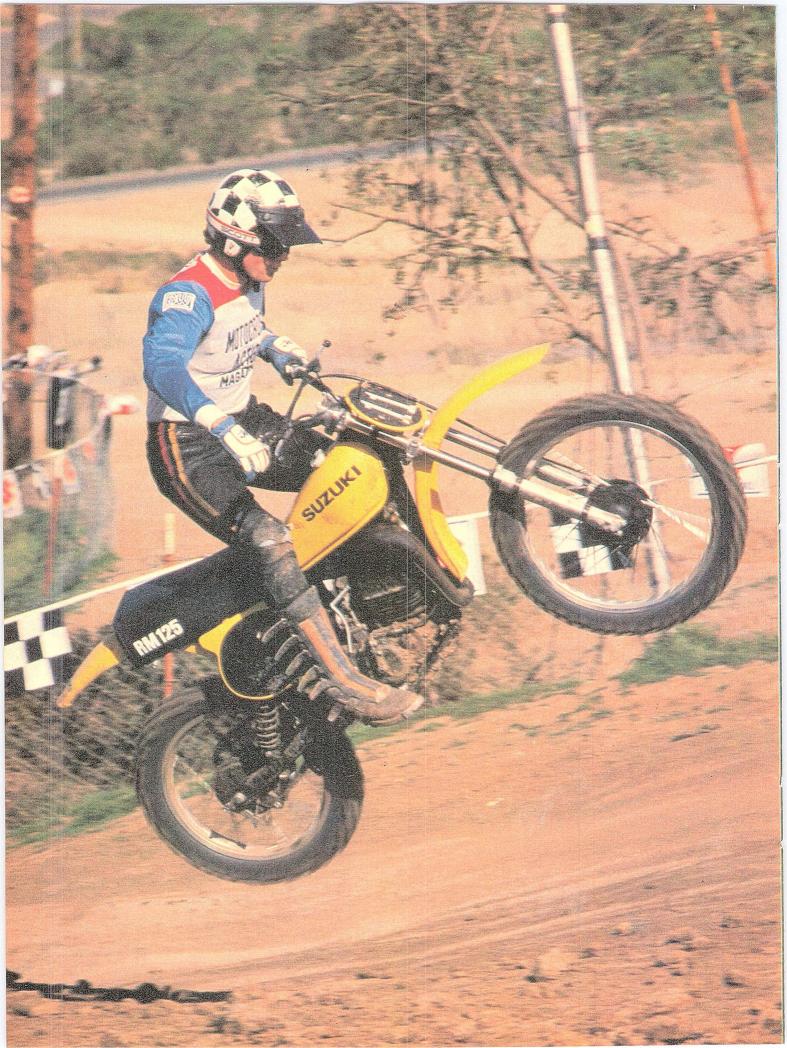
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BIKES

what's new at the nationals

Water-cooled Yamahas, reed-valve Hondas and the new Suzuki RM125A make their debut at Hangtown.



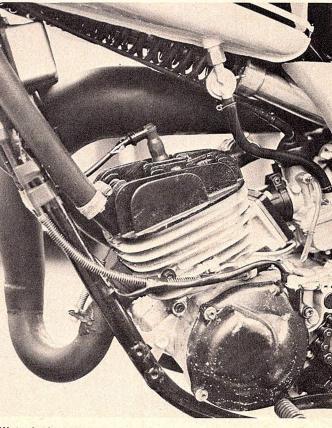
The winning OW125 water-cooled Yamaha. Conventionally sprung Kayaba forks and new design monoshock stroke nine inches.



Circulation is achieved via a pump driven by the crank.



Cooling takes place in a small radiator mounted behind a vented number plate.



Water jackets are in the head, cylinder and possibly extend down into the cases.

Al Baker clicks the RM125A Suzuki.

what's new at the nationals



Bill Grossi's RA125 Suzuki closely resembled the production RM125 except for a few trick items, like these aluminum shock reservoirs and sprocket cover.



Super-long travel forks are Kayabas. Much magnesium and titanium put the weight right on the AMA limit.



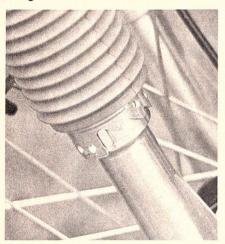
Six-speed, case reed engine is pipey, but mighty powerful.



The RM125 Suzuki production model, all-new for 1976.



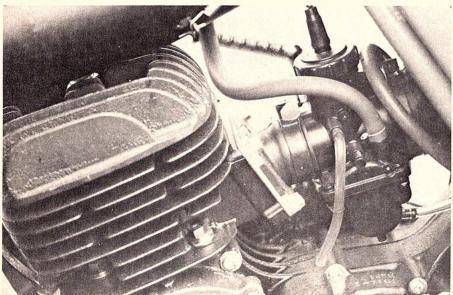
Marty Smith's RC125 Honda. Extra-long travel external spring forks and aluminum swingarm accent the all-new bike.



Fork springs have external adjustment just like shocks.

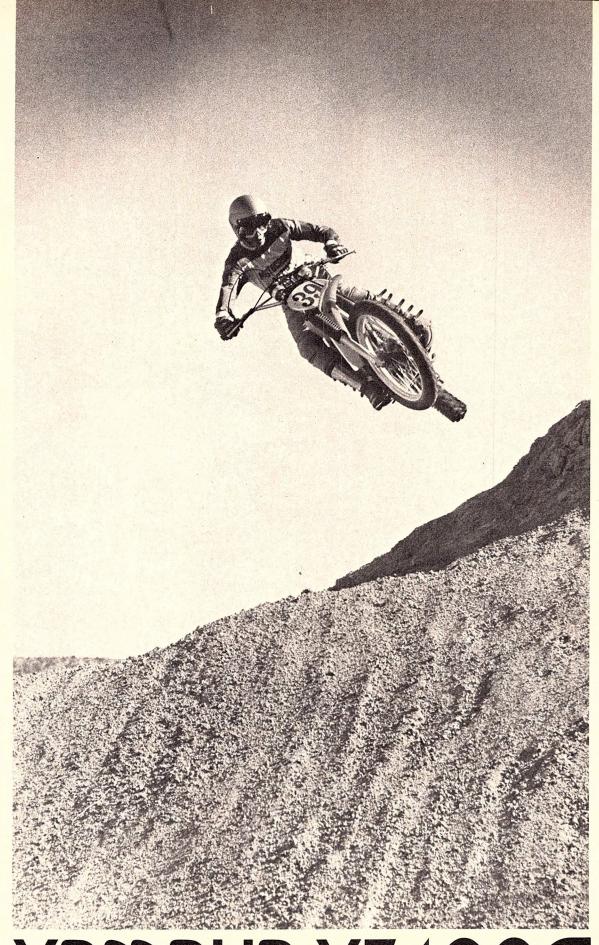


Gas reservoir shocks and box section swingarm look almost like production items.



Honda case reeds have been replaced by Yamaha-type cylinder reeds and a windowed piston. Smith's Hangtown bike didn't seem to run as strong as it was supposed to.





YRMRHR YZ400C

It's a "better machine" but not necessarily for motocross

Yamaha's definition of their new model YZ400C is: "a completely new model designed solely for the rigors of motocross competition." It's a fair description, since the engineering and technology that obviously went into the design of this machine is readily apparent to the eye of the beholder. There are many innovations and details that are unique to the YZ400C and show the attention the Yamaha engineers have allocated this motorcycle. It is not an updated MX400B but, indeed, a completely new motorcycle. It may have been designed for the "rigors of motocross competition," but its forte, as far as we are concerned, is in the area of desert, off-road or enduro racing. It can and will be raced in motocross but for several reasons will be at a disadvantage in many instances of its racing time on the track.

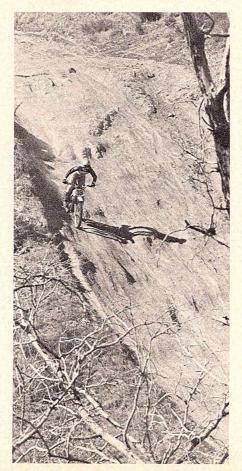
Most of the very competitive open class motocrossers are in the low 200-pound bracket in racing trim, whereas the new YZ400C is over 250 pounds wet and is spotting the competition anywhere from 20 to 40 pounds, depending on the bike. Yamaha's own factory racer, which is similar in appearance and uses some of the same components, is a spritely 210 pounds. Sometimes weight can be tolerated and in certain instances it is an advantage, but for the most part a heavy motorcycle means fatigue. In events which require an abundance of straight line stability and a minimum of tight turns the big-bore YZ will hold its own. When it's an event which requires the constant flinging about (muscling) of the motorcycle, from turn to turn, on the narrow confines of a narrow groove track, then the production YZ is going to be one hell of a bike to ride and win with.

The most innovative change of design on this new model Yamaha is its hydro-pneumatic front suspension. These forks are similar to the long travel Kayaba units which we saw Jim Weinert seemingly use so successfully in last year's National races and some Trans-AMA events while winning another number one plate for Yamaha and Bill Butchka, his factory mechanic. These same units, Kayabas, have American copies marketed under

the name Red Wing in the States. We won't get into the forks' workings since we have devoted a special section to them in this same article.

Yamaha's monocross suspension is as loved as it is scorned by many of its owners. Most of this scorn is derived from its mysterious workings. The average owner hesitates to play with the monoshock for various reasons, among which is a lack of mechanical knowledge of what it's all about. Another is not having access to the necessary tools in order to change the damping characteristics to suit their individual needs. This year the monocross suspension of the YZ400C is hard-pressed to match the workings of the front end, which till now has been the weak link in Yamaha's production models. Many an accessory manufacturer has made a bundle off the lessthan-ept workings of the Yamaha forks, but now that they are in the

race test



realm of acceptability for most of its users, the attention is focused on the monocross system. In an effort to increase the travel of the rear, the Yamaha engineers have changed the monoshock unit. They lengthened the shock assembly and increased the area of the oil reservoir in the unit. The dimensions of the swingarm assembly are virtually the same as the MX400B but it now sits at a different angle. Somehow, with the changes added, the monocross suspension doesn't react as well as before it was redesigned. Some of the fault may lie in the bike being jacked up, because the rear is now at a different angle and the center of gravity of the bike is higher. The added weight of the monoshock assembly adds to the feeling of top-heaviness. You don't feel comfortable when you lean the bike into berms and turns, especially on slippery tracks.

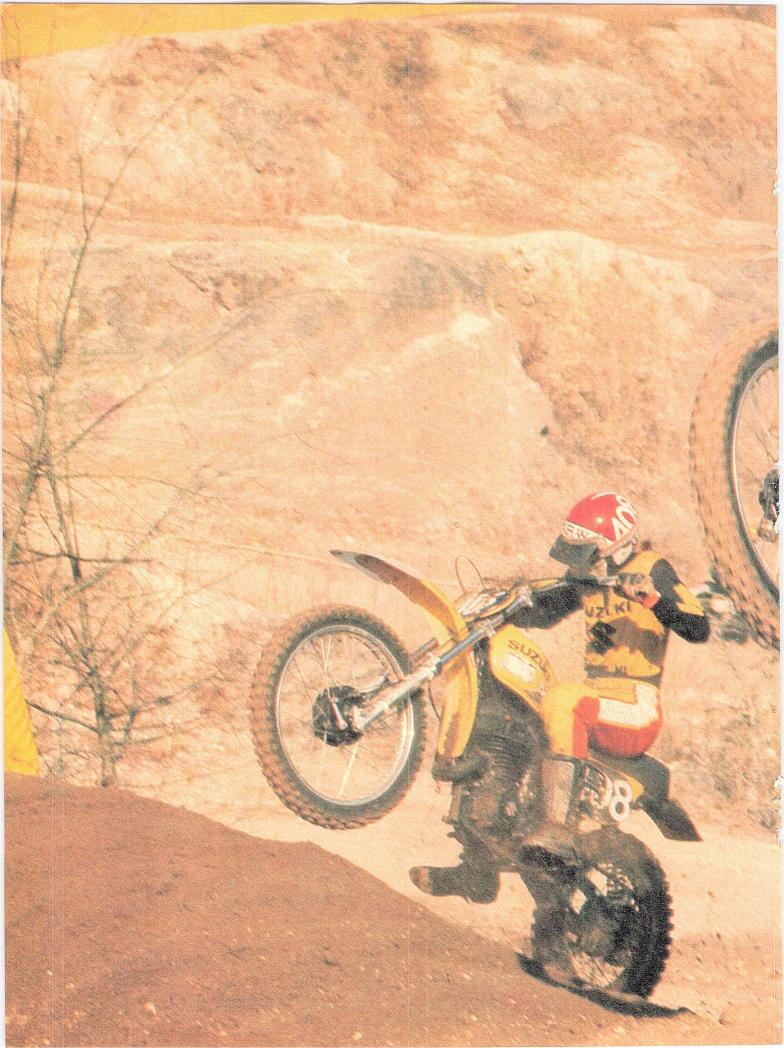
The YZ400C is probably one of the easiest starting big-bore machines on the market. The 38mm Mikuni is fitted with the pin-type choke lever which is next to impossible to use with gloves on - and luckily is seldom needed unless the engine is very cold. A compression release is fitted to the front of the cylinder just above the exhaust manifold and is actuated when the kickstarter is depressed. A rubber boot keeps the grit out of the tricky device and the setup works flawlessly. A stab of the boot and the engine comes to life. It was almost possible to start by hand.

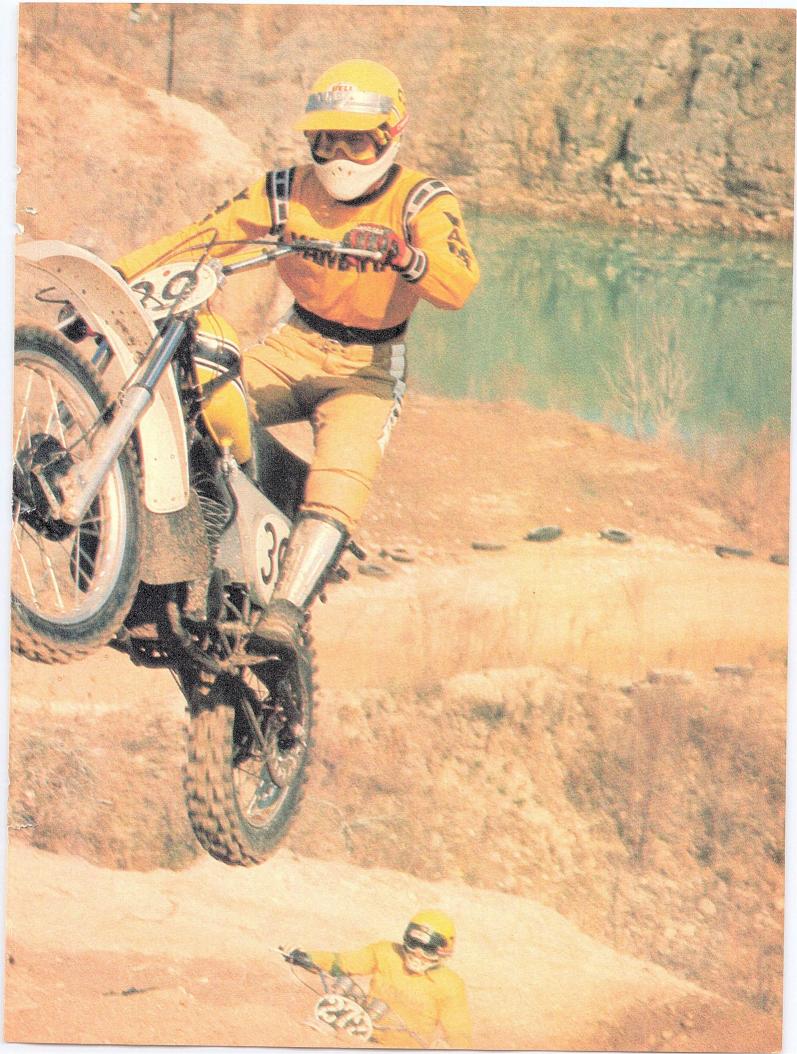
In comparison to most of its competition the YZ400C is a real torque machine. At least it gives that feeling. Most riders can't handle all the potential power of a 250cc machine, let alone a 400, and the Yamaha is, if anything, very strong. You can circulate most tracks with minimal shifting of gear and few loses of position will result if a shift is missed. At one of the tracks where we tested there were many steep hills sur-

Continued

Next page:

Rookie sensation Bob Hannah aviates his factory YZ400. Features of this grand prix version include conventionally sprung forks and a long-stroke engine. Photo by Jim Gianatsis.

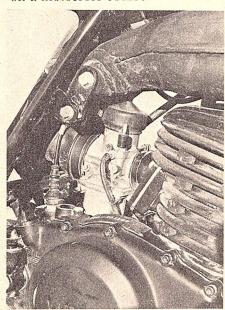




rounding the facility and the YZ400C would just about idle up them. We had our most fun on the bike trying to find something it couldn't climb.

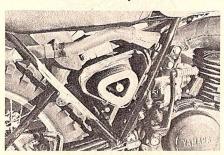
It's a holeshot machine and second gear starts are easy if not necessary. The primary start, five-speed gearbox worked a little stiffly and needed to be unloaded by backing off the throttle in order to shift. We had to set the shift lever fairly high to make it work more easily since it was shorter than most of us liked. The shifting shaft exits the case in front of the footpeg and necessitates the short lever, but it also causes more pressure to be exerted by the boot than a longer lever would.

The rest of the controls and the seating position worked well for most of us. There were some whimpers of complaint about the footpegs and how they could hold the boot better, but nothing major and surely nothing that can't be easily shaped. Most of us preferred the bars set back a little from the common position of alignment parallel with the fork tubes. The seat was firm yet comfortable and was high enough so that it wasn't too much effort to get your butt off of it when you started to tire. Surprisingly, the Yamaha handles quite well while the rider is seated, and could be a godsend for the out-of-shape MXer, but it's not a bike you should be out of shape and riding in the first place, at least on a motocross course.



A 38mm Mikuni feeds the piston port reed assembly. The cable next to the carb is for the compression release.

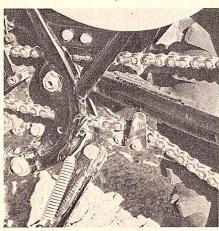
Everything on the bike is easily serviceable and adjustable except for the suspension. The plastic side panel/number plates are held by solitary screws which give access to the skimpy air cleaner elements on each side of the monoshock. As with other monocrossers. the lack of attention here can cause a sizable hole in your pocketbook. The elements are foam and cover right and left-hand fitting cages which are color-coded for proper installation. Upon installation after cleaning it's a necessity to use grease between the element and the air box assembly. Here at the



Fuzzy foam air cleaners need constant attention with a liberal amount of grease used around the edges for air-tight sealing. The monoshock suspension necessitates the use of two small elements. The element cages are color-coded for right and left.



The cleats of the footpegs are easily clogged and the shift throw is clumsy. A little experimentation for personal styles can cure most of the problem.



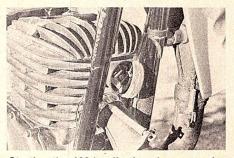
Yamaha took care of the longer travel monoshock system's chain problems with the addition of a chain tensioner. It works!

magazine we've been using the K&N elements with excellent results gained after trying them a couple years ago on the first Yamaha monoshocker. At that time they were the only accessory filter available for the model.

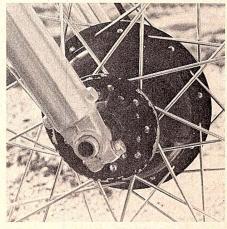
The brakes of the 400 are extremely sensitive in the rear. They easily locked the rear wheel, and usually when at the least opportune time. The rear brake is adjustable at both the lever and the brake arm for accommodating your riding position, but make sure the nut is tight at the frame stop adjustment. Ours kept vibrating loose,



The expansion chamber is a plumber's nightmare and undoubtedly has more nuts, bolts, brackets and springs than any other pipe in the business. It never came loose! The elongated silencer is an adjustment for the restrictive sound regulations and it does the job.



Starting the 400 is effortless because of the kickstarter-actuated compression release shown here above the exhaust. A rubber dust cover keeps it clean.



Yamaha's hubs are some of the best in the industry and are frequently modified for use on non-Yamahas.

causing a loss of adjustment and braking.

We never had to tighten a spoke and the D.I.Ds fitted to both wheels are still as round as the day we took charge of the bike. That goes for most of the components used on the YZ. We never broke anything or experienced any mechanical difficulties. The chain needed a couple of adjustments and this was sometimes easily overlooked because of the excellent chain tensioner used.

The rubber fitted to our YZ was Dunlop and, although the 5.00 x 18 rear Sports was adequate, the front 3.00 x 21 tire was terrible. It acts and handles just like the old-style 3.00 x 21 Pirellis that used to be fitted to every European bike. A good tire like a Trelleborg or Metzeler restores some of the confidence in the handling department and should be your first thought for replacement.

There are so many nice touches to the YZ400 that make you wonder why they aren't standard engineering on most bikes. Cable guides are everywhere. Insulators protect the spark plug wire. Little screened vent holes keep the fork gaiters from collapsing during compression. The clutch and brake plastic lever covers are easily moved for adjustment, and without trying to snap and unplug little rubber tits into undersized holes. Teflon guides protect the swingarm. The chain guide has a roller. The shifter shaft and air box

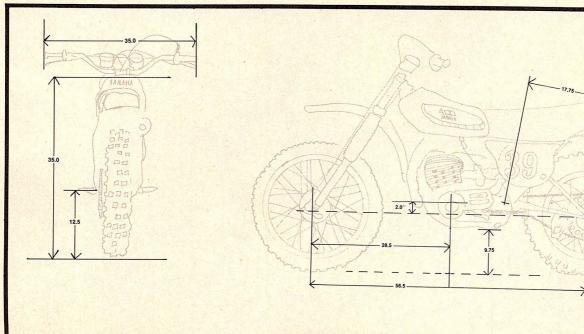
are protected from chain damage by plastic guides. The swingarm uses a grease fitting for easy maintenance and pivots on caged needle bearings. There is even a skid plate, which you should give some thought to discarding because of the vulnerability of the clutch actuating arm on the bottom of the engine. All the little things that could have been included on other bikes are taken care of on the YZ400. The attention to detail is evident everywhere on the bike and it's not for a lack of engineering effort that the YZ400C doesn't work better than it does.

It became clearly evident during our testing that the YZ400C isn't the motocross package that its smaller-bore stablemates are. The prior complaints of poor front end handling are all but eliminated, and yet there is still something lacking to make it a good motocrosser. Maybe it's the weight factor or the subtle change by the redesign of the monoshock, but in any event the confidence was never quite there while on a motocross track. During most of our test sessions the bike ended up being thrashed around off the track, out in the boonies. It seemed as if that's where it was the most comfortable, and who are we to argue. The YZ400C may have been designed solely for the rigors of motocross, and surely it will and can be raced as such, but there is more fun to be had with it, elsewhere.

race test YRMAHA YZ400C

SPECIFICATIONS

Make	Yamaha
Model	YZ400C
Country of Manufacture	Japan
Retail Price	\$1219
ENGI	NE
Type	Two-stroke
	air-cooled single
Bore and Stroke	85 x 70mm
Displacement	
Compression ratio	7.57:1
Cylinder	Piston port, reed
Carburetion	Mikuni 38mm
Ignition	CDI magneto
Lubrication	Pre-mix
(40:1 Be	I-Ray, Premium gas)
Air filter	. Two — oiled foam
TRANSM	
Type Consta	ant mesh, five speed
Ratios	2.286,
1./06,	1.300, 1.000, 0.793
Primary	
Ratio	50/14 3.5/1
Drive chain	D.I.D 520
Front	Monophoek
Travel	8 4 front 7 0 roor
DIMENS	O.4 HOIR, 7.0 Real
Wheelbase	
Weight bias	45/55
Track weight	251 wet
CAPAC	ITIEC
Fuel	2.1 gallons
Transmission	1000cc
Forks	



There are some tuning tips every Yamaha air fork owner should know but that aren't in the Yamaha owner's manual. There are no springs in the Yamaha air forks, just compressed air working in two air chambers. Hydraulic dampening is achieved in the conventional manner incorporating a valve moving through oil.

The two air chambers in each fork function like a dual-rate coil spring. As the fork compresses, the low pressure chamber, which extends from the oil level to the bottom of the unsightly canister perched atop the fork tubes, starts increasing pressure because, as the oil level moves up in the tube, the volume of the chamber decreases. A floating piston rests on the bottom of the high pressure chamber, which is the unsightly canister, and is the seal between the two chambers. When the air pressure in the lower chamber starts to exceed the air pressure in the upper chamber, the piston starts moving into the upper chamber. Because the upper chamber has a much smaller volume, it builds pressure more quickly and thus exerts a greater decelerative force on the collapse of the fork. If it is tuned just right, the movement of the fork should decelerate to zero a split millimeter before it bottoms.

Because, with the right instrument, you can precisely vary the

yamaha tech

TUNINGTHE **AIR FORKS**

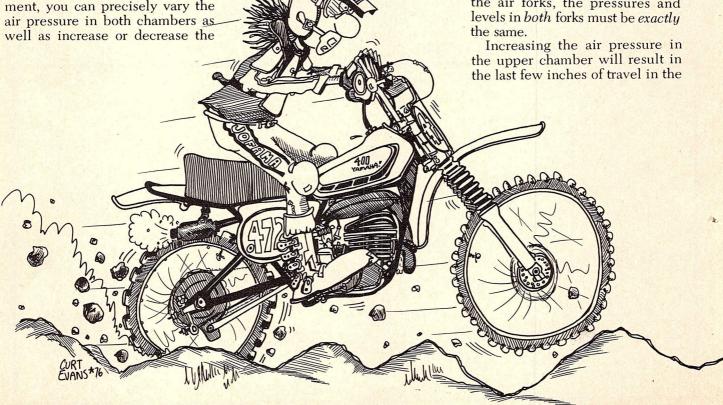
It's just as easy as A, B, . . . uh, R?

volume of both chambers by adding or subtracting small amounts of oil, this system makes the spring rate and the rate of progression of the forks infinitely adjustable.

The trick is to try to adjust them so you get just enough pressure in the lower chamber to hold the bike up and just enough pressure in the upper chamber to keep it from bottoming. From our gatherings, the only air fork model that's set up this way from the factory is the YZ125X, Our YZ400C test bike felt

positively weird the way it came. A good place to start when setting up the YZ400C for an average 170-pound rider is: oil level 245mm from the top, air pressure 49 psi in the upper chamber, 27 psi in the lower chamber.

Conduct all service to the Yamaha air forks in the manner prescribed by the Yamaha owner's manual. Air pressure changes in increments of three psi should produce perceptible changes in the fork action. Vary the amount of oil in the lower chamber by 10cc at a time and the upper chamber by one cc at a time. Remember that in order to gain maximum performance from the air forks, the pressures and



eight-inch stroke feeling stiffer. Decreasing the air pressure in the upper chamber will soften the end of the stroke. Too much pressure in the upper chamber will keep the fork from using all its travel and too little will cause it to bottom.

Increasing the air pressure in the lower chamber will cause the whole stroke of the fork to feel stiffer and decreasing the pressure will cause the whole stroke to feel softer. Too much pressure in the lower chamber will cause the forks to feel too stiff and too little will cause the front end to sag and possibly bottom.

If there is too much difference between the pressures of the

upper and lower chambers, a sticky spot will make itself felt in the middle of the stroke.

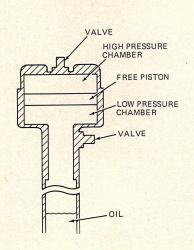
Increasing the amount of oil in the fork tube will cause the overall fork rate of progression to increase and decreasing the amount of oil will cause the rate of progression to decrease. Since air pressure is determined by air volume above the oil level, the oil level *must* be measured with a rule from the top of the fork tube.

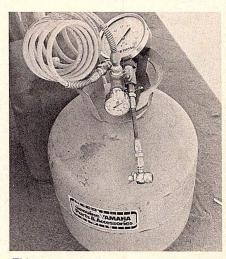
A secret trick they don't tell you in the owner's manual is that by putting a little oil in the upper chamber, you can vary the rate of increase in the progression of the last few inches of the stroke. Adding oil will cause the rate to increase and subtracting oil will cause the rate to decrease. Oil put into the upper chamber should be measured in cc's.

Using these guides, it is possible to get the spring rate on your Yamaha air forks dialed to perfection. Unfortunately, suspension engineers are now beginning to investigate the theory that it is the hydraulic valving which determines how well a fork works, not the spring. The spring, say some experts, is merely holding up the bike. In any event, it is unlikely that Yamaha will continue with these air forks next year. Time will tell.



Three-time national champion Yamaha race mechanic Bill Butchka shows us the hot setup for tuning the YZ400 air forks.

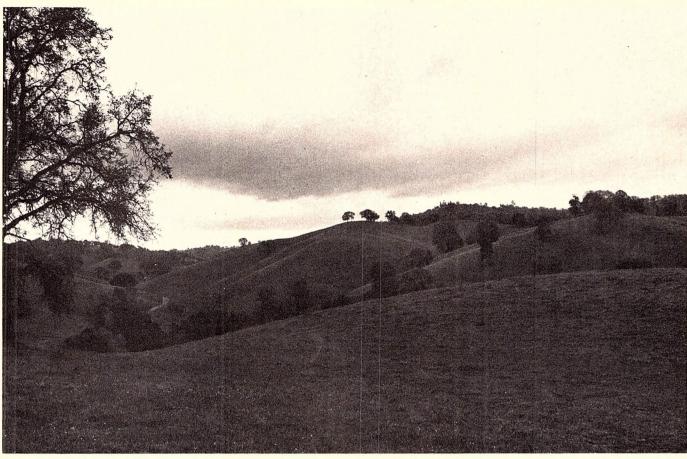




This special air fork service tool and captive air supply is absolutely necessary to do the job properly. A bicycle pump and tire gauge will not work.



125/250 national championship



Motocross anyone? The potential for riding in the Hangtown area is mind-boggling.

The annual Hangtown National at Plymouth, California, early every spring, is more than good racing. It is a happening. It is a time and a place where motocross freaks from all over the West can take respite from a dreary winter and get together for a full-on weekend. When night comes, the party artists really get it on. For those who survive the evening's festivities, there's hot racing in the morning.

The Hangtown motocross track, comprising most of a sandy river bottom area smack on top of the historic mother lode spread on lumpy hills between Placerville and Jackson, is one of the best racing terrains California has to offer. A long, wide start dumps into a speedway right, over some jumps and bumps, around a high-speed sweeper and up against the hillsides. Uphill runs are capped by mind-tweaking berms taken

Hannah defeats Smith; water-cooled Yamahas take one-two sweep. 50,000 watch Ellis and Weinert trade 250 wins.

HANGTOWN

STORY & PHOTOS BY CURT **EVANS & PAUL BOUDREAU**

wide-open into downhill whoops. A super-long, incredibly gnarly straight then leads into the woods where a series of switchbacks runs through the trees back to the finish line. The course is just under two miles around and it takes a top pro racer two and a half minutes to complete one lap.

On Sunday morning this track, finding its way through a soggy mass of vans, mini trucks, Winnebagos, tents, squirming sleeping bags, dogs, coolers, campfires, lawn chairs, beer cans and cow pies, delivers up the opening round of the AMA 125cc and 250cc National Motocross Champion-

This year the racing was unbelievable. Nineteen-year-old rookie sensation Bob Hannah from Whittier, California, displaying tremendous skill and poise under

Marty Smith drove hard, but not hard enough to beat Hannah.



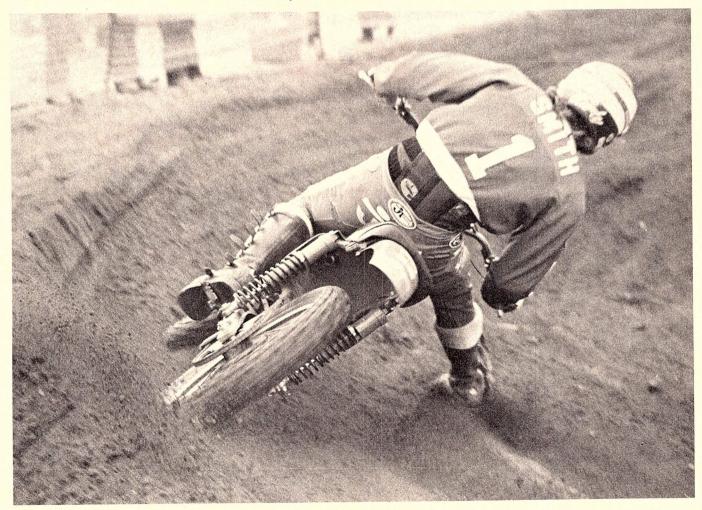
pressure, smoked two-time National Champion Marty Smith in the 125cc event. Smith, riding a new factory RC Honda prototype, held the early lead in both 40-minute motos, but Hannah caught and passed him each time. An engine failure prevented Smith from finishing the last moto.

Danny Turner made it the third year in a row that he *almost* won Hangtown by finishing second after spending most of both motos battling with rookie Danny LaPorte. LaPorte's bid for the number two spot came to an abrupt end when the front end of his factory RA125 Suzuki snapped off as he was challenging Turner. He sustained a minor concussion.

Both Hannah and Turner were riding factory experimental water-cooled YZ125s that were being raced in this country for the first time. The new bikes showed obvious power superiority.

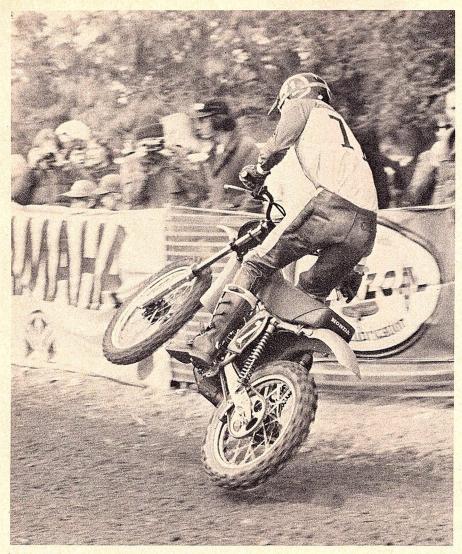


Marty Smith (1) looks on helplessly as 19-year-old Bob Hannah roosts away on his factory water-cooled Yamaha.



Smith rode like a demon but was unable to stay with Hannah.

HANGIOWN



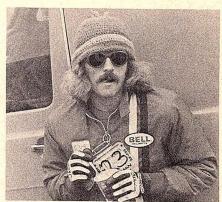
In the 125cc national, self-sponsored Mark Gambetta from Santa Barbara, California, finished an impressive sixth against the big teams.



Billy Grossi, in his first important race since breaking his leg last year, diced with Hannah and Smith throughout most of the first moto until a brake malfunction forced him back.

Also on a new mount and finishing third was Billy Grossi, riding in his first national competition since narrowly missing the 500cc title at New Orleans last year. Still a little stiff from being in a leg cast for most of the winter, The Gross was hot enough to dice with Hannah and Smith for most of the first moto until his front brake adjusted itself to full-on. A crash kept him from serious contention in the second heat.

Can-Am factory star Jimmy Ellis found himself the winner of the 250 national event after holding off a hard charge by reigning champion Tony DiStefano to win the first go-round and then watching "The D" bail off his new RH250 Suzuki on the last lap of the final moto to give Ellis the overall. Stealing the show, however, was Jammin' Jimmy Weinert who, with the help of his Steve Johnson prepared KX250 Kawasaki, engineered DiStefano's defeat. "I wore him down," said Weinert of his motolong battle with DiStefano which saw the lead change as many as four times in a single lap, "and I got those points!" speaking of the 25 championship points he received for winning the last moto.



Despite losing two gears in his transmission, Gaylon Mosier hung in there to finish in the top ten.

With only two laps remining in the race, DiStefano looked like the sure winner cruising in the lead with Ellis comfortably stashed five seconds behind. Weinert had mysteriously disengaged from the battle and was trailing Ellis, seemingly out of the race. "That was part of my plan," said The Jammer. With just four miles to go, Weinert uncorked a furious burst of speed that swept him past Ellis and, with the white flag out, drove him by a startled Tony D. The record crowd

HANGTOWN



Battling through the pack, Weinert (4) and DiStefano carve a line between Gary Semics (15) and Rex Staten on the Harley.

OFFICIAL RESULTS - HANGTOWN CLASSIC - PLYMOUTH, CALIFORNIA - APRIL 4, 1976 125cc Class

Das	News		Moto
	Name, hometown	Sponsor/Machine	Finishes
	Bob Hannah, Whittier, CA	Yamaha Int'I/Yamaha	1/1
	Danny Turner, Placerville, CA	Yamaha Int'I/Yamaha	4/2
	Billi Grossi, Santa Cruz, CA	U.S. Suzuki/Suzuki	5/7
	Bruce McDougal, Orange, CA	T&M Engineering/Honda	10/5
	Mark Tyer, Garden Grove, CA	DG Performance/Yamaha	12/4
	Mark Gambetta, Santa Barbara, CA		11/6
	David Williams, Riverside, CA	DG Performance/Yamaha	9/8
	Gary Wise, McAllen, TX	Kawasaki Motors/Kawasaki	6/11
	John Savitski, Atlas, PA	Self/Can-Am	7/15
	Alan Smith, Garden Grove, CA	Self/Honda	17/13
	Marty Moates, San Diego, CA	U.S. Suzuki/Suzuki	30/3
	Gary Duncan, Colorado Sprgs. CO	Cycle Center/Kawasaki	19/14
	Pat Moroney, Newburgh, NY	Jim Moroney/Suzuki	25/10
	Warren Reid, Westminster, CA	FMF/Honda	13/23
	Glendon Johnson, Houston, TX	Self/Honda	21/16
	Fred Joehnck, Santa Barbara, CA	Sambos Restaurant/Honda	20/17
17.	Nelson Whitehall, Escondido, CA	Pacific Beach Yamaha/Yamaha	24/18
18.	Gary Kuest, Airway Heights, WA	Airway Heights Yamaha/Yamaha	23/19
19.	Marty Smith, San Diego, CA	American Honda/Honda	2/40
20.	Ron Turner, Buena Park, CA	U.S. Suzuki/Suzuki	34/9
	2500	cc Class	
1.	Jimmy Ellis, East Hampton, CT	Bombardier, Ltd./Can-Am	1/2
2.	Jim Weinert, Laguna Beach, CA	Kawasaki Motors/Kawasaki	3/1
3.	Tony DiStefano, Morrisville, PA	U.S. Suzuki/Suzuki	2/3
4.	Rick Burgett, Sandy, OR	'Yamaha Int'I/Yamaha	4/4
5.	Steve Stackable, Austin, TX	U.S. Suzuki/Suzuki	5/6
6.	Tommy Croft, San Diego, CA	American Honda/Honda	8/7
7.	Gary Semics, Huntington Bch. CA	Kawasaki Motors/Kawasaki	12/5
8.	Gaylon Mosier, Huntington Bch, CA	Maico-Wheelsmith/Maico	9/9
9.	Kent Howerton, San Antonio, TX	Team Husqvarna/Husqvarna	6/12
10.	Gary Chaplin, Boron, CA	U.S. Suzuki/Suzuki	11/10
11.	Chuck Sun, Sherwood, OR	Self/Husqvarna	14/11
12.	Rex Staten, Fontana, CA	H-D Motor Co/Harley-Davidson	13/15
13.	Bob Elliott, LaMirada, CA	Self/Suzuki	20/14
14.	Rich Eierstedt, Norwalk, CA	American Honda/Honda	29/8
	Brian Jodry, Rancho Cordova, CA	Carmichael Honda/Montesa	21/16
	Bill Keese, San Luis Obispo, CA	Miller's Cycles/Bultaco	25/13
	Roger Jones, Paradise, AZ	Self/Can-Am	18/20
	Wayne Boyer, Poway, CA	Sosna Motorcycles/CZ	15/24
	Mike Stearns, El Cajon, CA	Calif. Suzuki/Suzuki	22/18
	Gary Jones, Hacienda Heights, CA	Ammex/Ammex	24/17
	And the state of t		

Contingencies

Contingency sponsors adding to the \$12,000 purse for the Hangtown Classic were Bell Helmets, Bel-Ray Lubricants, JT Racing Gloves and Phase II Filters.

of 50,000 went bananas as Di-Stefano, showing signs of fatigue, tried in vain to catch the wheelieing Weinert. Whipped, he lost the rhythm and low-sided into a tight turn allowing Ellis into second place. Weinert, checked by a third place finish in the first moto, could only concede the overall victory to Ellis.

So it happened at the eighth annual Hangtown Classic put on by the Dirt Diggers North M.C. Whether or not there will be a ninth annual classic remains to be



The water truck doubled as bleachers. Dirt Diggers North M.C. prepared the track to perfection.



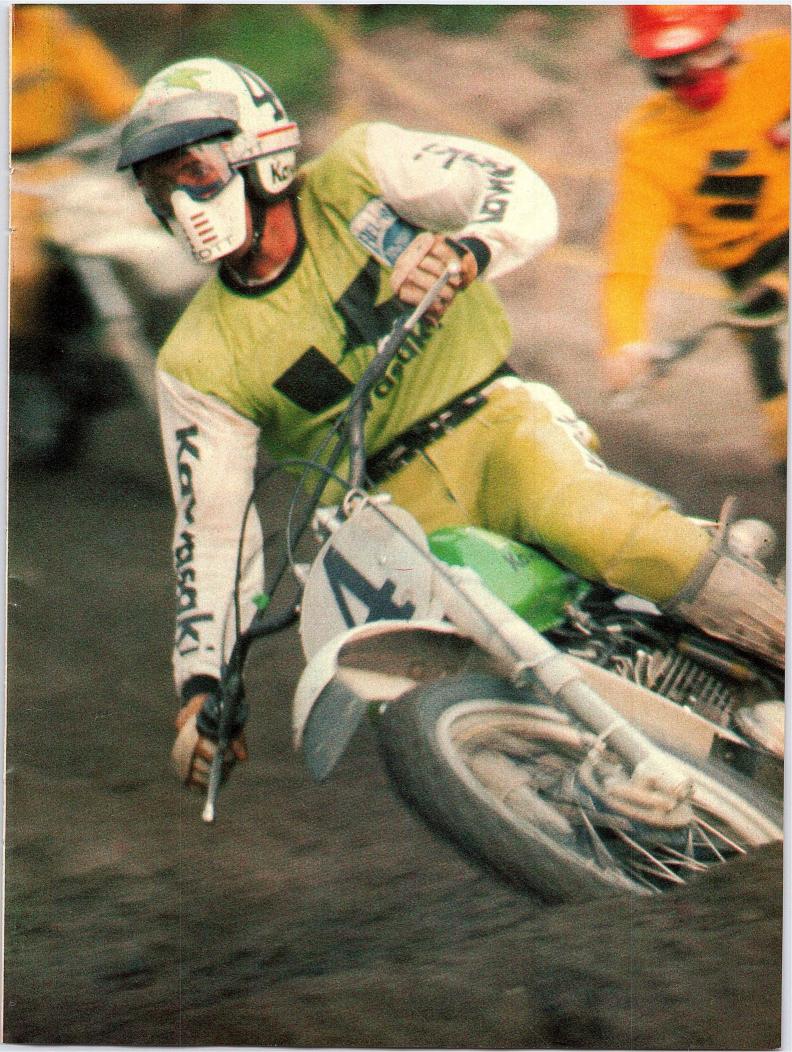
Faces in the crowd. "Mercy sakes! Is that thing staring at me?"



The seat never got cold in the ladies' port-a-can.

seen, since the hassle of conducting an event of this magnitude cannot be compensated by the material gains. Regardless, the Dirt Diggers know how to put on a party. There were 50,000 souls camped in the woods for the weekend living by "The Law of the Wilderness" and doing pretty much what they wanted without the guidance of a single law enforcement official. Yet the tiny village of Plymouth still stands, as living testimony to the belief that good expectations beget good vibrations.

Weinert and DiStefano battled the final moto to its finish.



n.m.l. series THE WINTERNATIONALS

Oh, the agony of trying to do it yourself.

Despite enormous hassles reported at the Winternational series in Florida, including a promoter rip-off, absence of officials at one of the events, nonsense technical inspections, rider pay-off delays, and the resignation of Florida's racing commissioner, the National Motocross League announced their national champions at the awards banquet at the Hilliard International Raceway following the final event of the six-race series. Many of the riders who attended however, turned in their N.M.L. licenses and several of the promoters announced they would not host any more N.M.L. sanctioned events.

For the riders from 38 states who contested the whole series, there was outstanding racing on the hot Florida sand tracks and lots of sun to bring out the locals. Mark Tyer from Garden Grove, California, on a DG Yamaha, won nine out of the 12 series motos to walk off with the 125cc N.M.L. National Championship. In the 250cc class 33-year-old Doug Sanger from Ohio placed consistently in the top four to cop the title and local Floridian, James Hodges, battled the open class down to the last moto on his 360 Rokon to win the number one plate and a \$1000 contingency award from the Rokon factory.

It is not known at this point if there will be another N.M.L. Winternational Series in 1977. Obviously there are many connected with the organization who hope that there won't.

California's Mark Tyer cleans up the 125cc pro class. Photo by Rick Lutz.

Photography by Rick Lutz



MOTOCROSS/JULY 1976



Westerman maxes the outside line in the 125 pro class.



Open class torque models, like this one spotted in the pits, are most desirable in the soft Florida sand.



Amateur rider King chases Folsom into the blue Florida sky. King was dominant in both 250 and 125 Amateur classes.



Just as number 19 had the Open Pro holeshot dialed, Wide Open Willy came up from behind and used him for a berm. Continued

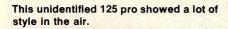
MOTOCROSS/JULY 1976

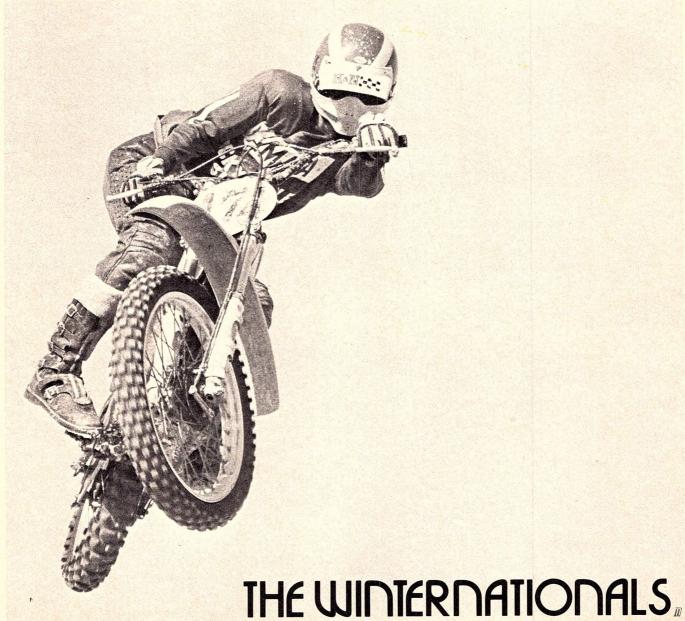


Suspense in the 125 class.



This pit pastime was called "Squash the ATC."





MOTOCROSS/JULY 1976



The Parkage. Now you can own an FMF "Factory" racer direct from the experts who build bikes for riders like Marty Smith. A brand new CR 125 M2 Honda is uncrated and modified with Flying Machine Factory integrated race-proven products. It is recrated and shipped to you. Just bolt-on the front wheel and handlebars and you're ready to race. This FMF package racer includes: • FMF Ported Cylinder • Hi-Compression Porcupine Head • 34mm Mikuni Carburetor • FMF "Pro" Low Pipe Exhaust • Competition Gas Girling Shocks • Sealed Air Fork Caps • Fork Boots, Fork Protectors, Competition Grips • And many other modifications.

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power tech

HONDA HOP-UP

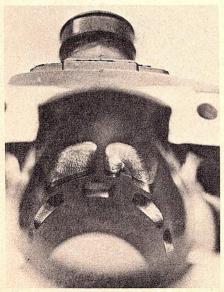
Turn your CR250 turkey into a rooster.

In our Honda/Husky comparison (May '76 MXA) we pointed out that the CR250M Honda engine has real good mid-range but lacked the top end power needed to stay with the 250 GP Husqvarna. Now we're going to show you how to carve up your standard 250 Elsinore cylinder so it'll run strong on top, just like the factory bikes.

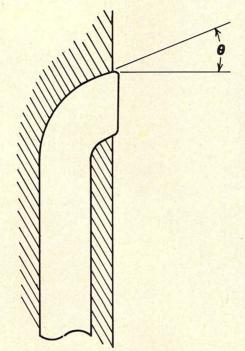
1. Raise all the transfer ports (there're five of them) 2.0mm. It is important when grinding these ports that the angle of entry, in other words the angle at which the roof of the transfer port meets the side of the cylinder wall, remains the same as stock. This angle determines the way the fuel charge swirls into the combustion chamber, and the stock angle is optimum.

2. Lower the bottom of the two intake ports 2.0mm.

3. Grind the top of the right intake port so that it comes to the same level as the left port, only leave a small lobe where the end gap of the piston ring goes at the bottom of the stroke (see photo).



A lobe must be left on the right intake port for the piston ring end gap.



Transfer angle of entry (θ) must remain stock.

The position of the end gap can be determined by observing its placement on the piston before disassembly and marking the cylinder wall accordingly.

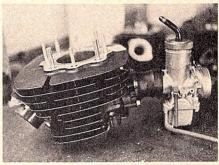
4. Pare away the rubber of the intake manifold until it matches exactly with the cylinder. The rubber is soft and tends to squish up into the port. The mating of the intake manifold and the cylinder should be checked each time the engine is serviced because heat will cause the rubber to swell.

5. Do not change the dimensions of the exhaust port. It is only necessary to polish it to a precise contour. The more finely this port is polished, the less likely it is that carbon will build up on its surface and restrict power output.

6. Install a new piston.

7. Install optional Honda carburetor #16100-381-811 and start your jetting procedures with a #148 main jet.

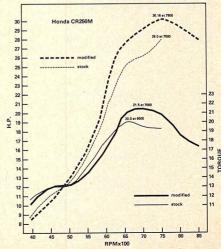
Optional Honda carb, a 38mm Keihin, is the hot tip.



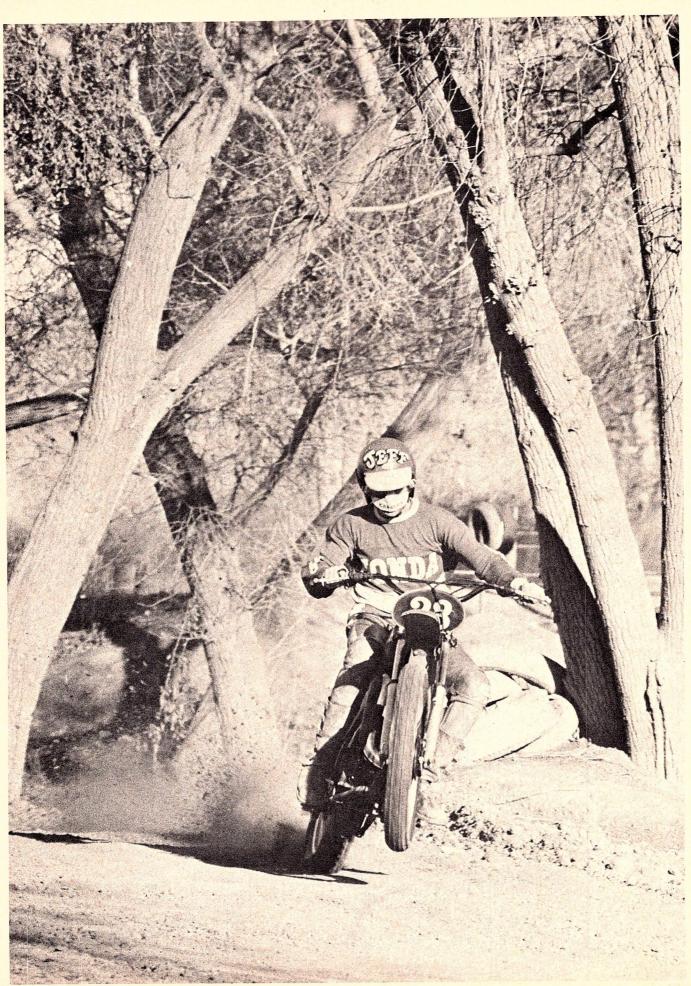
8. Use the standard ignition timing of 2.3mm BTDC and the standard pipe. Take note that our own tests have shown that it is very hard to improve upon the standard Honda pipe.

If you don't possess the tools and proper training to do this job, it would be almost impossible to get it done right. The best thing to do is have a qualified porting specialist do it for you.

We highly recommend Al Baker R&D for this job since they have worked closely with Honda racing and they know Honda cylinders. The address of Al Baker R&D is: 15174 Raymer St., Van Nuys, California 91405; (213) 997-7055.



The result: roost power for your pokey 250.



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STAR 120 white, orange \$59	9.95

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green or yellow	.\$19.95

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Combines the best of the two other most popular goggles.

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DYNAMITE Levi MX pants. Heavily
padded. Order waist size only. Adults
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38". Children's 22" - 24" - 26" - 28".
ADULTS \$18.95 pair
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KITS for most Japanese bikes plus many others, converts to air forks, does not include dampening spindles, etc. Inexpensive yet maximum increase in handling. Specify year, make, model of

POPPY GAS GORILLA fork kits incl. special dampening spindles & gas conv. Long travel for: YAM MX, YZ & MONOSHOCK Honda - Betor -

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113	Honda	XR75	D	Red	\$32.95
114	Honda	SL100/125	D	Red	\$34.95
115	Honda	XL100/125	D	Red	\$34.95
116	Honda	CR125	D	Red	\$49.95
117	Honda	MT125	UP	Red	\$49.95
118	Honda	MR175	UP	Red	\$49.95
119	Honda	XL250	D	Red	\$39.95
120	Honda	CR250	D	Red	\$59.95
121	Honda	CR250MI	UP	Red	\$64.95
122	Honda	MT250	UP	Red	\$59.95
123	Honda	XL350	D	Red	\$39.95
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212	Yamaha	YZ80	UP	Yellow	\$42.50
213	Yamaha	100MX A&B	D	Yellow	\$49.95
214	Yamaha	125MX A&B	UP	Yellow	\$49.95
215	Yamaha	AT1/2/3 MX			
215	or Enduro		UP	Yellow	\$49.95
216	Yamaha	YZ125	D	Yellow	\$49.95
217	Yamaha	YZ125 Mono	UP/D	Yellow	\$49.95
218	Yamaha	DT2/RT2 MX	UP	Yellow	\$59.95
219	Yamaha	YZ250C Mono	UP	Yellow	\$65.95
220	Yamaha	DT2/RT2 End	UP	Yellow	\$55.95
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311	Suzuki	TM100	D	Yellow	\$49.95
312	Suzuki	TS125	D	Yellow	\$49.95
313	Suzuki	TM125	D	Yellow	\$49.95
314	Suzuki	RM125	D	Yellow	\$49.95
315	Suzuki	TS185	UP	Yellow	\$49.95
316	Suzuki	TS250	UP	Yellow	\$55.95
317	Suzuki	TM250	D	Yellow	\$55.95
318	Suzuki	TM400	D	Yellow	\$59.95
411	Kaw	MC1	UP	Green	\$42.50
412	Kaw	F6	UP	Green	\$49.95
413	Kaw	KX125	D	Green	\$49.95
414	Kaw	F11	UP	Green	\$55.95
415	Kaw	KX250	D	Green	\$55.95
416	Kaw	KX450	D	Green	\$59.95
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#726 KAW KX250 up * * *SPECIFY: MODEL & YEAR* * *

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Cost of items ordered .85 If C.O.D. add If Ohio resident add 4 ½ % Tax \$_ For freight and handling 2.00 Total of Above

MAIL ORDERS SAVE GAS AND SALES TAX (except Ohio). Prices subject change.

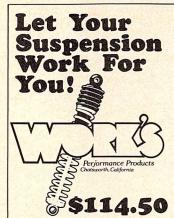
Cont'd from page 5

company, showed that the address of the company used in our magazine was supposedly in a residential area and therefore she determined that it was probably a ripoff. It may very well be!

She informed me that the main reason for her call was her concern for the young kids who wouldn't know any better and could become ripped off by ads or promotions that weren't on the up-and-up. I asked her whose idea it was to send a check to a company for a product on which they had so little information? After some hemming and having she said it was hers, and that she really didn't know much about motorcycles but wanted to buy it for her son, who had expressed a desire for it. She thought I should do an article on the subject to prevent kids from getting ripped off. I told her that, in my opinion, none of the kids I know who read our magazine would be so quick to shell out \$170 for something which they didn't know much about. I feel that most kids really get their dollar's worth, and ask more questions than most distributors want to answer. Therefore, if I'm going to do an article on being naive it will be directed to the adults, not the kids! You're reading it!

I'm not really getting down on this mother because, as I told her, I think it's neat she would do something like that for her son, regarding motorcycles. Her problem was that she didn't know anything about the sport and assumed that our industry worked differently from anything that she was familiar with. As she later confessed, she wouldn't have sent a check to someone for a hat she wanted, or something similar, without using more common sense. And that's all it amounts to - using common sense. If you see an ad in our magazine or any other magazine, newspaper or whatever, don't be so quick to jump, without some knowledge on the subject. Obviously, there is going to be some gamble on anything you send for through the mails, especially if it's a long distance from you, but that's life and somewhere along the line

(Please turn page)



Bolt on a set of our rebuildable shocks—get the performance you bought that new bike for. Our shocks are built to last. That's why we use only the finest materials, finned aluminum body, integral steel cylinder, stainless steel billet shaft, chrome-silicon steel springs, unique progressive valving, (pat. pend.).

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it easy for those few.

you have to have some faith and trust. There are always going to be

a few bad apples in any type of

business, but you shouldn't make

Some of you may ask why we

aren't more certain of the people

and their products who we let ad-

vertise in our magazine. It's a good

question, but we're between a rock

and a hard spot on this one. We

can't refuse anyone an advertisement unless it is obscene or, knowingly, is malicious or untrue. If you wanted, you could take an ad

out in my magazine and say that we're all a bunch of . . . I'd better

not put any words in your mouth. I've made this same statement to several companies who have taken

offense to our remarks about their

products, and suggested that if

they feel so strongly about our

being wrong then they should tell

the world — and as long as they

pay for it, heh, heh, ... we'll print

last year which I and most of the

other editors of motorcycle

magazines and newspapers attended in which it was requested by the MIC (Motorcycle Industry

Council) that we support their

stand on noise abatement. They

suggested we refuse ads from any accessory pipe manufacturers who did not certify that their pipes met the stock dB(A) sound require-

ment. The idea is probably good,

but we of the motorcycle media are

not an enforcement agency. My

suggestion was for the MIC to give

certification to the people who meet acceptable requirements and we would recommend these peo-

ple or companies to our readers, or

their ads could state "MIC ap-

proved." For us to refuse advertising without good reason is cutting

off our noses to spite our face. At

least when you read our magazine

now, you'll know how we stand

and that our position is:

everyone is innocent until proven

guilty. Use common sense in your

buying and try to believe and have

faith in our advertisers, but then again, the old saying of "let the

buyer beware" is old and still re-

membered because of situations

like these.

I remember an MIC meeting

Continued



Fully modified and sleeved Elsinore cylinder; high compression head; two-ring pistion; pin, clips and head gasket. \$190 [your stock CR-125 cylinder and head, exchange]. Cleaned up at the Florida Minicvcle Winternationals [3rd time entered, 3rd time won]. One of Jeff's best rides was on his 100cc Mini-Elsinore. CR-125 sleeved kit now available.

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OTHER PIPES IN STOCK Honda CR-125, \$49.95; Yamaha YZ-125C up-pipe, \$54.95; Suzuki RM-125 down-pipe \$49.95; YZ-80B & C MX up-pipe, \$54.95; YZ-80B & C flat-track & TT down pipe, \$49.95; famous XR-75 & XR-100, \$32.95.

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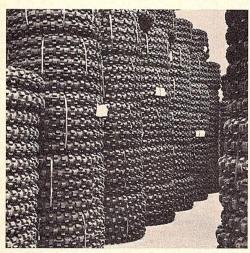


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HERE'S WHAT THE EXPERTS SAY:
Quotes from 1974 Cycle Illustrated's Buyer's Guide: "CZ machines are among the best motocross machines on the

Quotes from 1974 Cycle Illustrated's Buyer's Guide: "CZ machines are among the best motocross machines on the market and there are both trail and street models with the same kind of durability." "The machines are super-strong—the machine has to finish the race to win and CZ's do just that." "American motocross riders feel that CZ machines are among the best for one simple reason: they can win on them."

Lower frame for lower center of gravity, better handling, cornering, sliding. Yet ample ground clearance to let you bash across rough stuff. Truly competitive for roughest cross-country event. Fine for city streets, too!

Engine Single	cylinder two stroke Piston Port Induction
Bore & Stroke	70 mm x 64 mm
Horsepower	24 DIN @ 6750 rpm
Cylinder Capacity	246.2 cc
Carburetor	JIKOV 33 mm
Electrical System	Alternator 6 v
Transmission	5 speed positive shift
Frame	Tubular closed
Suspension	Front: Telescopic, long travel, forks
	Rear: Hydraulic double action shocks
Tires	Front: 300 x 21 Barum Universal
	Rear: 400 x 18 Barum Universal
Wheel Base	55"
Seat Height	32"
Ground Clearance	8"
Dry Weight	251 lbs/114 kg.
Fuel Tank Capacity	2.8 U.S. Gallons/13 litres

HERE IT IS! YOUR DREAM COME TRUE! A FANTASTIC BUY ON A FACTORY NEW, FACTORY CRATED 250 ENDURO BY JAWA! YOU SAVE MANY HUNDREDS OF DOLLARS!

Jawa is famous for tough, rugged, easy handling machines. They were building top performing motorcycles generations before some of the other popular brands ever thought of making motorcycles! These 250's are last year's models, partially disassembled at the factory for ease of crating and shipping. Shipped in strong, heavy, hardwood crates so they arrive in good condition. Comes with instructions for simple, easy assembly.

it will do up to 100 mph. Powerful engine ... built for Motocross ... is tough enough for any Enduro. Comes with 4 sets of sprockets for street, trail, Enduro riding and MX racing. It also includes a set of jets for finely tuning of carburet tool kit is included! Don't worry about

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•Alloy rims that reduce the unsprung weight by eliminating dirt and mud buildup.

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right on. "Tell me, Humphrey," I said, "what about clothes? What is the best riding equipment?"

Bogie satsilent for a while gazing through the trees and testing the breeze with his snoot. Then he turned and said: "Partake not of the chincy stuff. Behold the armadillo who goes slow but wears plates of bone, not rice paper. But, my brother, ride with your spirit unclothed and naked for the sun will not tear holes in your skin nor the wind break your bones.

Just then the houselady drove up the driveway and Bogie got that "oh boy it's suppertime" look in his

"Before you go, Humphrey Bogart," I said, "tell me where to find a good track.'

He spoke: "Go to the place where the blade of man's machine has not scraped the earth and made it low where it was once high. Go to where the high places and the low places come together and life takes root upon the land. Go where the drumbeat of the earth issues forth like a fountain and offer your spirit in harmony. Bumps are the waves of the earth and in them you shall find The Spirit.'

Wow. That was really heavy. But there was one more thing I had to know. "Most noble beagle, tell me, if you can, the secret of winning.

Humphrey listened intently for the sound of his dog chow bag being opened. Then he spoke: "Put forth your maximum effort at all times and you will never lose the race. Only he who strives to win can taste the bitterness of defeat. Better you should count your victories in the minutes of the moto and remember that winning isn't everything; it is nothing.

He stood up slowly and the pain returned to his eyes. With what seemed a great effort, he limped up the stone pathway to the kitchen, stopping only to sniff a flower that had grown through the rocks.

The world's BEST motocross cycle!

See your local dealer or write for free literature including latest road tests. Cooper Motors, 110 E. Santa Anita Ave., Burbank, CA 91502 Maico Motorcycles Inc., 109 Electric Av., Lewistown, PA 17044

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Cont'd. from page 13

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I recommend Pennzoil two-stroke oil for your gas mix. It has always worked great for me and you'll get twice as much for your money compared to most other brands.

I have an RM125 and have not ridden it vet due to a broken leg. I don't know if I have a problem or not, but when I stop, my carb runs all out on the floor until I shut off the gas. Could you tell me how to fix it?

I would also like to know how to break it in. The manual says for 30 minutes, but my friends say two tanks of gas. And, also, how about 25 to 1 gas/oil mixture to run cooler, or will that not lube it well.

> Gregg Betonte Hacienda Heights, California

Yes, you do have a problem. The reason gas pours out of the overflow tubes of your carburetor is that the needle that meters the amount of fuel into your float bowl is not seating in its valve or "seat" as the manufacturer calls it. It's possible dirt or something is causing the problem. A quick trick

to try is tapping on the side of the float bowl with a wrench or small hammer, which might dislodge the trapped particle. If that doesn't work disassemble and clean it.

When using any two-stroke oil, use the manufacturer's suggestions regarding ratios of mixture. The magazine has used Bel-Ray up to 60-1, but generally, 40-1. Pennzoil seems to work well for my bikes at 32-1, or sometimes lower, depending on the bike and conditions.

I own a '74 Yamaha 100 MX, I've already laid down the shocks to a 45-degree angle and I plan to get air forks very soon. My question is, would a 21-inch front wheel work in place of my old 19-inch wheel? What would be the advantages and/or disadvantages of this?

> Ron Ballek Northridge, California

I used to have a Yamaha 100 and it was one of my favorite bikes. I eventually went to a 21-inch front wheel. Boy! What a difference! The main advantage was the traction received when cornering. Whether the track was wet or dry, the front wheel would stick like a body crab to a school teacher. So, go for it. As far as air forks, forget it. That fad is on its way out, fast. Terry Industries in Hesperia, California, makes a fork kit for your Yamaha that should serve your purpose.



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NAME

I presently own a TS250 Suzuki but I'm thinking about going into motocross and as you know the Suzuki doesn't make a good motocross bike. Luckily I found a Cooper 250 motocrosser fairly cheap. I would appreciate your opinion on the Cooper 250 as a motocrosser. Thank you for your time and consideration.

> Jimmy Rhodin Boaz, Alabama

I do agree, your TS250 doesn't make a very good motocross bike, as it was designed to be a trail bike. You say the Cooper 250 motocrosser is fairly cheap, I agree again. Keep in mind the saying "you get what you pay for." Unless you have a lot of extra money to spend on parts, I wouldn't recommend buying it. If you are a beginning motocrosser I'd recommend sticking to the proven brand names in motocross. Motocross technology and demands are changing monthly, so go with the latest designs and machines, even though it may cost more, you will come out ahead in the end. Take it from somebody who learned the hard way.

I need some help and information. I recently saw an ad for RM Suzuki fork boots. I sent away for two pair and received them a few weeks later. I've installed them like fork boots should be installed and went racing. Ever since, my forks feel stiff. I checked for breather holes and they're OK. Why are my forks stiff?

> Dave Oysterman Encino, California



I did some checking before putting fork boots on our Suzukis. What I have discovered is that no accessory fork boot on the market has the compression capabilities required by the RM forks. What I mean to say is that the boots run out of travel before the total travel of the fork is used. This is probably your problem and why you are not receiving all your fork travel. An easy check for restrictive boots is to remove your front wheel. Drain your oil and remove the spring. If you are running with air compressed forks, then remove the caps. With the boots installed, totally expand your forks and measure the distance from the top of the fork to the bottom. Then compress the fork sliders as far as they will go and take another measurement. Subtract this from your first measurement and you'll have your travel. Then remove the boots and try again. Surprisingly you will have 2 to 3 inches more travel, depending on the brand of boot you purchased. If you purchased boots advertised for RMs and your travel has been restricted, return them and get your money back.



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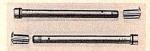
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Cont'd. from page 23

United States seemed to be in the \$50,000 range in Mexico City, and the taxation is becoming a tremendous burden for the medium and upper classes. Food prices in restaurants are higher than in California and there is not an outstanding overabundance of good places to eat. Alex is hung up on Egg McMuffins from his trips to the States, and is waiting for them to come to Mexico City.

As I was completing my visit I commented to Alex about what I thought was a large gap between the new technology they are using and the seemingly antiquated assembly procedures. The mixture is fascinating. While watching an efficient, complex machine spoke a wheel in the bicycle plant, you are drawn to the two or three women who sit on stools right next to this machine and, using crude jigs, spoke wheels faster by hand than the machine does and seemingly better. There were examples of this wherever we went. Workers, men and women, were doing the same jobs as the machines set up next to them and would usually outperform them.

In every plant and in most every department in each plant there were elaborate shrines to the Virgin Mary and each usually had several candles burning. Many workers had built them above their work areas and one man had a small shrine for his lathe. Alex said that this is very common throughout Latin America and that there would be labor disputes if an issue were made of it — not that anyone ever intended to make an issue out of it, anyway.

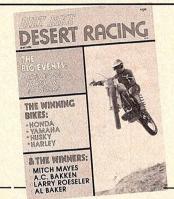
Carabela is selling all the motorcycles it can make and supplies its domestic market before anything else. Alex admits that they have had some teething problems, but he also feels they have vastly improved their motorcycles from these experiences. Their new 125 is going to have new, stronger gears, improved piston and different rod assembly, Motoplat ignition, 34mm Mikuni and a cylinder ported to specs which is supposed to put out 24-plus horsepower. He said that they don't have the availability of chrome moly

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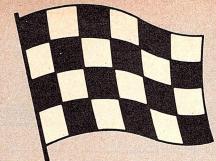
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tubing and some other exotic metals, so they have to come up with alternatives to compensate. One thing is for sure, it doesn't take them long to introduce new innovations into their line of motorcycles because of the lack of other people building their parts. If something doesn't work or needs stressing, reinforcement or whatever, the time span for these changes is minimal.

Although motorcycles are but a small part of what the Acer-Mex factories manufacture, they are very sensitive and proud of what they have accomplished. Their plans are to make the brand popular in the States and prove its potential in racing. As Alex said, they were burned once by releasing some bikes before they were fully developed and suffered the consequences. Their position now is one of caution, and only time will tell. They obviously have the motivation and potential and it will be interesting to see what they do with it.

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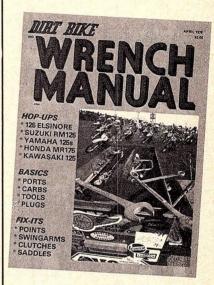
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Cont'd from page 31

team's absence was a contributing factor in Ellis' win — he rode his Can-Am masterfully, in full and total control all the way. The next four were Smith, Weinert, Mosier and Howerton.

After the final Dallas 250 moto, the track was scattered with hay knocked loose from bales, and with sheets of plastic that had once covered the precious artificial football turf but had been dug up and shredded by the knobbies. And covered with sweat, pain and a pall of ill will.

The inevitable one-on-one race between Howerton and Weinert materialized early in the moto. Kent used every device short of a .45 pistol or a broomstick in the spokes to get past the Jammer. Finally, he tried the old stuff-the-front-wheel trick and lost. Kent was mad and fell several times trying to work his way back up to Weinert.

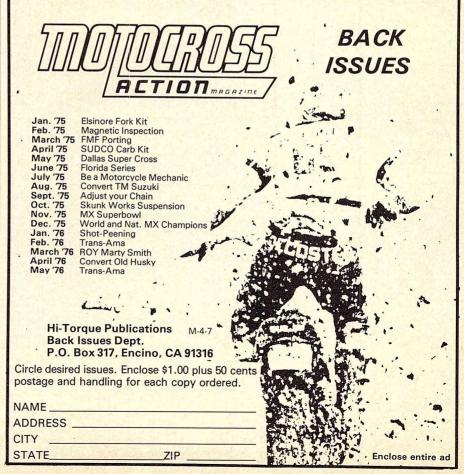
While Howerton was slipping down in the corners, Ellis was centerpunching a hay bale. Both needed to do well, but both were in trouble. Howerton pulled into the mechanics' area for an adjustment and Ellis regained his composure, moving into fourth behind Karsmakers and Mosier. Kent had lost the overall, and Weinert, who himself had flubbed a moto earlier in Dallas, droned on to the win.

Score one miserable moto each for Kent and Jimmy and four slick rides for Ellis, whose consistency awarded him the biggest check at Dallas.

Afterwards, several discussions of a not-too-friendly nature broke out in the pits. One involved two Support class riders; the other was between Howerton and Weinert. Words, loud words, were exchanged; a photographer looking for a scoop was threatened by a Husky mechanic; and Mrs. Godfrey Runyard, wife of the former AMA tech inspector, added her usual unwelcome two-cents' worth. Then they slept it off and headed for Pontiac.

This week Gary Chaplin routed the Support class with three wins and a second place behind Wayne Boyer's expansion chamberdragging CZ in the final moto.





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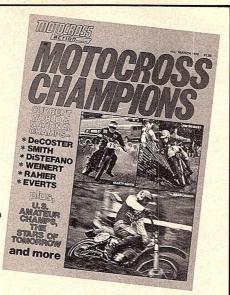
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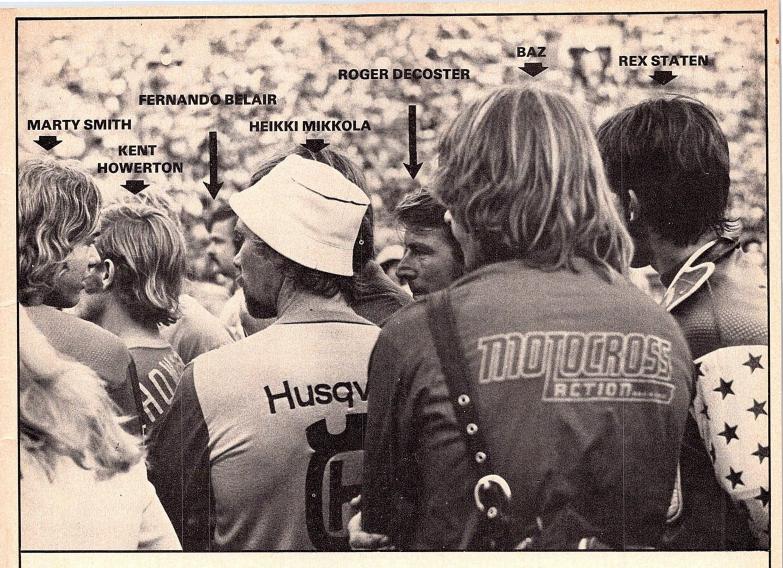
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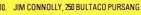
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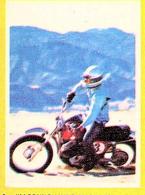
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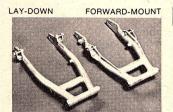


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